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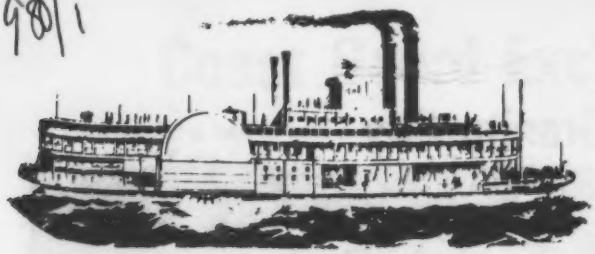

RIVER CURRENTS

SECOND COAST GUARD DISTRICT - JANUARY, 1980

Two post commanders for the veterans' organization Amvets look on as LCDR John H. Burger and SN Frederick Sanders fix a line to a wreath commemorating Pearl Harbor Day, Sunday, December 2nd. The boat was provided by Base St. Louis, and the coxswain was BM3 Thomas Oleszkowicz. The wreath was towed out into the center of the Mississippi River and released.

The ceremony, held on the St. Louis waterfront just below the Gateway Arch, was attended by representatives of nearly every St. Louis area veterans' organization. LCDR Burger was the keynote speaker at the ceremony.

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Time Bomb In Your Pocket

Story by V. A Friend,
2nd District Safety Manager

There is the same amount of force in a butane lighter when it explodes as there is in approximately three (3) sticks of dynamite. Our bodies are not able to cope with such force.

During recent months two fatal accidents occurred involving welders who had a butane lighter in their pockets while engaged in welding operations or processed. One man had a lighter in his shirt pocket. A spark which was generated during the welding process landed on the lighter. This spark burned through the lighter shell exposing the fluid which exploded, killing the man instantly.

The other welder had a butane lighter in his pants pocket. The lighter was hit by sparks and exploded. This meant amputation, ending in death later on.

NEVER carry a butane lighter on your person if you are engaged in hot work such as welding, cutting burning or when using a butane or gasoline type of torch for **ANY** purpose.

NEVER carry a butane lighter on your person when you are using any other spark producing tool or equipment. Sparks or hot slag and butane vapors do not mix. The incidents cited above attest to this.

Medivac

There may not be many medical evacuations done on the rivers by the Coast Guard, but when the call for one came December 10, Group Tennessee River was ready.

At two in the morning RM2 Michael Dill got a call from a commercial towboat, asking for help with a man who might be having a heart attack. The man's arm was numb and discolored.

RM2 Dill called the commanding officer of Group Tennessee River, CWO4 J.B. Griggs. "Launch a boat immediately," he said.

It might be a good idea to have some medical know-how on this one, Dill thought. He called HM3 David "Doc" Williams, who only lives about a mile from the station.

Williams was enroute when the CO called back. "Send Doc along on this one," were his terse instructions.

"He's already on his way," replied Dill.

"We don't do many of these," explained Williams later. "But we do them right."

In fact, it was the first medical evacuation in memory of the group members River Currents talked to.

BM1 Gary Hollander and SN Eric Sorensen got the boat underway with "Doc" aboard, and in minutes the stricken man was being loaded into a Henry County Ambulance RM2 Dill had called down to the Coast Guard docks. The trip took less than ten minutes. Mission accomplished for Group Tennessee River.

Hot Volley Ball At Granite City

Although it may have been cold outside the action inside the Granite City Army Gym was hot. Four teams of Coast Guard personnel played fast and furious volleyball for nearly five hours. "Boonie" rules were in effect for the games, and the referees weren't always around, so any disputes were "debated." But fun was had by all players, who intend to have another tournament soon. The out of town teams, Group Lower Mississippi River from Memphis, outplayed the home teams and won the tournament, spiking Marine Safety Office St. Louis into the ground and easily taking the best three out of five games.

ETCM J. Thomas puts the ball up while SK1 A. Cobb prepares to back him up.

Teams included:
2nd District Office:
YN1 J. Gaines
YN2 M. Whisler
YN2 R. Parker
YN2 B. O'Sha
YN2 R. Boswell
YN1 C. Hambrick
YN1 D. Jamail
YN1 J. Mooney
SK1 A. Cobb
YN2 R. Woolsey
ETCM J. Thomas
CWO2 C. Resmussen

MSO St. Louis
BMC D. Hughes
MK3 A. Boefer
GM2 T. Bain
YN3 J. Tucker
YN2 T. Grey

Group Lower Miss
SK1 Bob Weakley
RM1 J. Cornett
ET2 A. Pacheco
ET3 R. Heckel
EM3 R. Williams
YN3 W. Lee (coach)
Group Lower Miss Hungry:

MSO St. Louis puts the ball up against a district team and scores. Photo by SN David Graf.

We Need More Competition, Says Coach Lee "Coach" YN3 Bill Lee of Group Lower Mississippi River was feeling mean after a week-end of grinding St. Louis Area Coast Guard volleyball teams into hamburger. "We're looking for some competition," he said in a phone interview. "We've beaten ANFAC Memphis, and we've beaten the MSO here, and now we'd like some new fields to conquer."

Lee issued a challenge to all 2nd Coast Guard units: "We'll go almost anywhere to play," he insisted. "I'd like to see a 2nd District tournament this winter, if it could be worked out. Maybe play all the groups. But we'll play almost anybody."

YN2 Barry O'Sha chats with some of the younger volleyball fans at the tournament.

YN2 Thomas Grey and YN3 Joseph Tucker watch a play being made. The pair were part of MSO St. Louis' team.

A Well Traveled Man

EM1 Terry Adams is a well traveled man. Last summer he covered more than 11,000 miles and told more than 100,000 people the safe boating story. EM1 Adams went to just about every activity in the 2nd District that would attract boaters. Regattas, fairs, boat shows, you name it, and your chances were good that EM1 Adams would be there with his handfull of safe boating fliers.

For this kind of relentless pursuit of boating safety, EM1 Terry Adams was awarded the Coast Guard Achievement medal, December 16, 1979, at Base St. Louis.

Coast Guard Exchange

Looking for a hall to hold a banquet? Or a pair of skivvies? Base St. Louis Non Appropriated Fund Activities (NAFA) can help you out.

You probably already know about the exchange. You may not know that you can mail order some merchandise through the exchange. There is also a layaway program that lets you buy items with a minimum down payment and monthly payments until you've paid for the thing.

The exchange telephone number is: 314-351-7509 or FTS 279-4697 (ask for the exchange)

There is a package store on the Coast Guard base that carries over 150-different brands of liquor and wines. Items not usually stocked can be special ordered with a minimum purchase of one case. Their phone # is 314-353-8881. Sorry—no mail order service from the package store, because of federal regulations.

Lunch, a quick one, or a catered party for up to fifteen people are some of the services available at the Service Club. Telephone 314-353-9670.

For those extravaganzas with a cast of thousands you may want to consider the Function hall. Actually there is only seating for 86 or standing room for 105-people but whatever the occasion, more information on the function hall and its services is available by calling 314-353-8881 for details and prices.

The hours of operation for the NAFA units are as follows:

HOURS OF OPERATION

EXCHANGE		PACKAGE STORE		SERVICE CLUB	
MON-THURS	1000-1700	MON-THURS	1000-1300	MON-THURS	1100-2300
FRIDAY	1000-1800	FRIDAY	1000-1800	FRIDAY	1100-0100
SATURDAY	0900-1400	SATURDAY	0900-1400	SATURDAY	1100-0100
				SUNDAY	1300-2000

SS3 Daniel Mader from ANFAC Paris receives a certificate of course completion from CDR J. D. Adams, Chief 2nd District Comptroller Division, while SSCM V. M. Seriosa and food production manager Richard Klinkerfuss of the Marriott Hotel, look on.

Mader is the second graduate of this unusual 30-day training program. The program, master-minded by SSCM Seriosa, allows a Coast Guard SS to work and learn in the Marriott's kitchen's in St. Louis, at no expense to the Coast Guard.

"A comparable course given by the culinary institute costs $2,000 for six weeks," explained production manager Richard Klinkerfuss. (See November River Currents for details on the course and enrollment.)

Uniform Fit?

Highwater isn't due in the 2nd District until spring, so you might want to consider taking a look at the hem of your trousers to be sure your uniform isn't starting the flood season already.

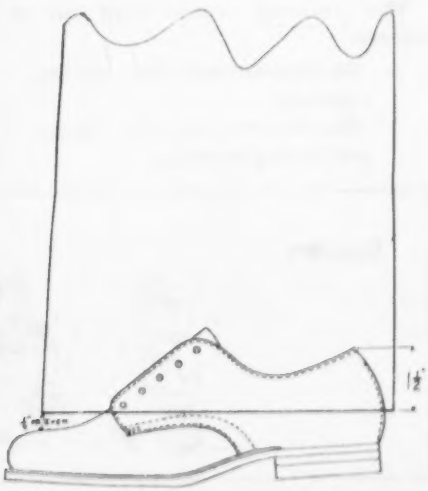
The Commandant is writing standards for uniform trousers. Guidance has already appeared (See diagram.)

To make sure your pants have the right fit, tell your tailor the following:

a. The trousers should be fitted while wearing a belt. Make sure the trousers are at the hip area where they are normally worn and are most comfortable.

b. The hem should be marked at the front of each trouser leg so that the trouser fall straight and unbroken just short of the top of the shoe.

c. A separate mark for hemming should be made at the back of each trouser leg to allow the trouser to fall 1½" below the back of the shoe. This may make a slight angle or slope from the front to the rear of the hem necessary.



Welcome Aboard

River Currents welcomes the following personnel to the 2nd District:

BM3 T. C. Roe — MSO Memphis
BM3 S. M. Shrum — MSO St. Louis
BM3 W. H. Pitts — ANFAC Sallisaw
EM3 C. C. Kilgore — Group Lower Mississippi River

* * * * *

District Commander's Corner

I have almost achieved my goal of visiting all Second District units prior to January 1980. I have talked to a lot of people and have heard many good ideas. During my conversations with you I have mentioned, on many occasions, that the Commandant, Admiral Hayes, is well aware of our problems and is doing his very best to correct them. I have recently learned of one such proposal that is being considered by him to assist home owners at transfer time. Many of you will be interested in it. Now, before I provide further details, I must emphasize that the following is in the *proposal stage* and will not become effective unless it is enacted into law by Congress.

As homeowners are well aware, transfer time can be traumatic. In addition to other problems, homes must be sold and new ones purchased. As you know, tight money makes it hard to find qualified buyers for your home and makes it hard for you as a buyer to purchase a home at the new station. Interest rates are high.

The *proposal* would help out as follows:

1. Reimbursement for selling expenses.
2. Reimbursement for home purchasing expenses.
3. A mortgage differential allowance to compensate for increased costs involved in buying a new home at higher mortgage interest rates.
4. A home buying service contracted through a specialized commercial company to provide for equity advances at the current market value of the home.
5. Plus other features.

I pass the foregoing along to you so that you are aware of the work for our benefit which is being done at Headquarters. As I obtain more information on these and other matters, I will pass it on.

By the way, it is true that the foregoing would benefit the homeowner. However, Headquarters is pursuing initiatives which will help other groups also. They will be reported in later issues.

Meanwhile, if you have any good ideas which might help in operations or in our day-to-day living, send them in. You can submit a beneficial suggestion, and possibly earn some extra money, or you can send your suggestion care of the editor of River Currents. This is a team effort. Let's pool our "brain" resources.

Coasters

Coast Guard Safari

The Coast Guard will give you five days off to go on a safari. The only catch is that you have to be hunting for a house.

According to an article in the Commandant's Bulletin (3 Dec 1979, #49-79) the office of personnel has established a new policy allowing permissive orders for house hunting trips. Five days can be allowed for the trip, and may be combined with leave or liberty to extend the total period available for real estate shopping.

Commandant (G-PS-7/TP41)
U.S. Coast Guard
Washington, DC 20593
FTS # 426-1354

Champus Up-Date

Inquiries and other correspondence to the Office of the Civilian Health and Medical Program of the Uniformed Services (OCHAMPUS) should be sent to that office's new address: OCHAMPUS, Aurora, Colo. 80045.

Since letters to the old address (Denver, Colo. 80240) will be forwarded for only a short period, CHAMPUS officials urge beneficiaries and others corresponding with OCHAMPUS to use the new address immediately.

CHAMPUS claims should not be sent to the above address. Claims should continue to be sent to the CHAMPUS contraction who processes claims for the area where the medical care was received. Information about these addresses can be obtained from the CHAMPUS advisor at a uniformed service medical facility or by writing to OCHAMPUS.

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DISTRICT COMMANDER
RADM Norman C. Venzke
Chief of Staff
CAPT J.W. Leadbetter
Public Affairs Officer
LTJG Louis M. Farrell
Assistant Public Affairs Officer
PAI Roy Compton

Editor
PA2 Dennis H. Post
Photojournalists:
PA3 Dona R. Frank
SN David Graf

An unofficial publication. RIVER CURRENTS is published under the direction of the Public Affairs Office.

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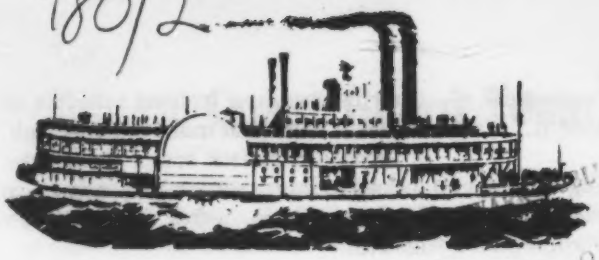

RIVER CURRENTS

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SECOND COAST GUARD DISTRICT - FEBRUARY, 1980

Chief of 2nd District OSR Gets Air Medal

"There were high seas, stiff winds, and it was pitch dark. You know, all that heroic kind of stuff," grinned LCDR. John Burger, talking about the rescue for which he won the air medal.

"It was a sailboat, which made it even worse. Ordinarily, in calm wealther, you can bring a helicopter over the stern of a sailboat in such a way that only the winch and basket are directly over the boat. In heavy weather, the boat rolls enough to get the mast whipping back and forth, which is a danger to the helicopter.

"In situations like that you must move the helicopter out of danger, and throw a weighted line to the stranded sailboat. The rescue basket can then be guided to the boat, and the people removed. This system works fine for everyone but the last man aboard. To get him out of danger you have to time the swing of the sailboat's mast, then maneuver the helicopter over the boat when the mast is out of the way.

"The worst isn't over when you have the last man safely aboard the helicopter. In this case, we were flying a helicopter from the CGC COURAGEOUS, near the Bahamas. With rough seas, the cutter rolls. That means your landing platform is a moving target. It was just about the toughest mission I've flown."

RADM Norman Venzke congratulates LCDR John Burger on his air medal while LCDR Burger's wife, Nola, looks on.

For this action, the Commandant awarded LCDR Burger the air medal. The medal was presented to LCDR Burger by 2nd District Commander RADM Norman Venzke. LCDR Burger is chief of the search and rescue branch in the 2nd District.

Cream Of The Cream

There are some units in the 2nd District that can't learn from their mistakes; they haven't made any. Congratulations to the following units for receiving an outstanding or an excellent in their evaluation from the 2nd District inspection staff:

The following units received an outstanding: MSO Paducah, CGC Cheyenne, MCO Louisville, and MSO St. Louis.

The following units received an excellent:

BOSDET Mussell Shoals, ANFAC Greenville, MSO Cincinnatti, Reserve Unit Cincinnatti, Group Tennessee River, CGC Dogwood, LORAN Station Dana, CGC Obion, ANFAC Natchez, Bosdet Paducah, MSO Pittsburgh, ANFAC Sewickley, BOSDET Marietta, ANFAC Paris, MSO Huntington, Director of Auxiliary, Southern Region, Recruiting Office St. Louis.

The following units had no time lost due to automobile accidents: ANFACs: Chattanooga, Greenville, Memphis, Owensboro, Peoria, Salisaw. CUTTERS: CHEYENNE, GASCONADE, OBION, SCIOTO, SUMAC

Stations: LaMoure

MSOs: Minneapolis MSDs: Decatur, Greenville

BOSDETs: Hastings, Fort Smith, Marietta

Groups: Upper Mississippi River, Lower Mississippi River

The following units had no time lost due to injuries ANFACS: Owensboro,

Continued on next page

Cream Of The Cream Cont.

Peoria, Sallisaw Cutters: CHEYENNE Stations: LaMoure MSOs: Memphis, St. Louis.

Only one unit in the 2nd District had no personal injuries in 1979 **AND** an outstanding in its inspection report: CGC CHEYENNE.

What is the secret to CHEYENNE's success?

"Work 'em hard and treat em fair," says CHEYENNE's Officer in Charge, BMCM E. P. Owens. But that is only part of the reason for CHEYENNE's record.

"Master Chief Owens emphasizes training," said BM1 Steven Hadley. "Every morning we schedule 15-30 minutes for instruction. We have four men who graduated from the A-to-N school at Governor's Island, and we have another man there now. Our MK1 just finished caterpillar school."

"It is a total team effort out there," explained X.P.O. BMC George Obusek. "Everybody pitches in. SSs, SKs, and firemen will help work aids. This is one hard-working crew. As far as I'm concerned, it's the best crew I've served with since I've been in the Coast Guard."

BM1 Hadley confirmed this: "The snipes can run the boats or work aids, and the deckies can light off a generator. There isn't any rivalry between the divisions, as on some cutters."

"We make sure they know what they're doing before we turn 'em loose with a boat or a chain saw. We have check off sheets, and every man is individually checked out on each piece of gear before he works with it," said BMCM Owens.

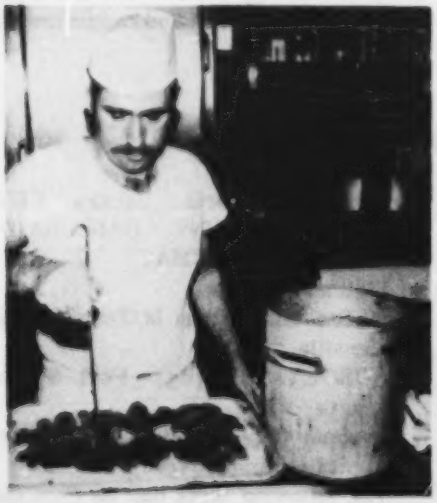
The CHEYENNE's engine room looked like something you'd find at a custom car show. "We've chrome plated some of these parts, and we're going to do more," vowed MKC Ray Standridge. A Coast Guard cutter travels on its stomach as much as its engines, and the galley's food shined as bright as one of MKC Standridge's chrome plated engine parts.

"The crew complains about having steak too often," joked SS1 James Salmon. Plans were being made to fly in live Main lobsters for that Friday's seafood dinner. Lunch for that day was lasagna, and it tasted more like a meal you'd expect to eat by candlelight in an expensive restaurant than something that came out of a ship's galley. There are things about the CHEYENNE that can't be seen in a training schedule or tasted at chow that make it a good unit. At about ten o'clock one of the deckies limped in from a visit to PHS, a frown on his face and his medical records under his arm.

"So how's your foot?" asked BMCM Owens. He and the X.P.O. dropped everything for the next ten minutes to find out about the ailing crewmember's health. The CHEYENNE has an active sports program, its crew playing hockey, football, and whatever other sports are in season every chance they get. BMCM Owens encourages the competition.

To the rivertender's loyal crew, even the best shore unit seems undesirable. SNSK Marty Pabich summed it up best. When asked what was **wrong** with the CHEYENNE, he thought for a moment and said: "We have to live on-base sometimes."

The crew of the CHEYENNE.



SS1 James Salmon prepares a mouth-watering lasagna.

BM1 Steven Hadley inspects bouy gear aboard the CHEYENNE.

FA Christian Burks cleans engine parts.

Coast Guard Team Starts Basketball Season

The 1980 basketball season has begun for the 2nd District basketball team. The 10-member team has been shooting an average of 90-points per game in pre-season play, so the games promise to be exciting. Team members come from the district office, the base and the CGC SUMAC. All games will be played in the Salvation Army Gym in Maplewood, at 7701 Rannels Street. Let's get out and support our team! Games are scheduled as follows:

1. SK3 MIKE JONES, 5'6", GUARD 2ND DISTRICT
2. YN2 ROBERT HARGROVE 5'5", GUARD CGC SUMAC
3. SK3 MILTON GOODEN, 5'8" GUARD 2ND DISTRICT, TEAM CAPTAIN
4. DC3 REGINALD WELLS, 6'0" FORWARD & GUARD BASE ST. LOUIS
5. SK3 JAMES SIMS 6'0" FORWARD BASE ST. LOUIS
6. FA COWAN BROOKS, 5'10" GUARD BASE ST. LOUIS
7. SK3 MARTY DANIEL, 6'1" FORWARD 2ND DISTRICT
8. SK2 RODERICK BROWN, 6'3" FORWARD BASE ST. LOUIS
9. HM3 BRAD REES, 6'3" FORWARD PHS FEDERAL BUILD
10. SS3 FRED TRUJILLO, 6'7" CENTER BASE ST. LOUIS

Group Upper Mississippi River, Ping-Pong Tournament

The first round of a double elimination ping-pong tournament was held at Group Upper Mississippi River 11 January in four action packed two-out-of-three sets.

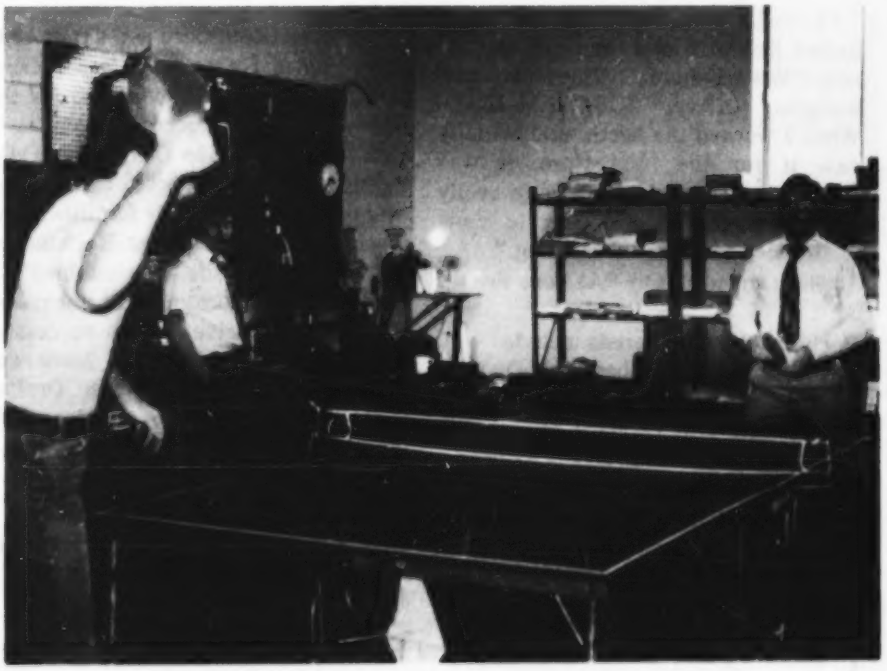
SK1 Mike Williams defeated YN2 Steve Handy in two straight games 21-18 and 21-17 using well placed returns and a top spin on the serve that proved difficult to return.

SA Doug Keck won two straight from RM3 Curtis Reynolds and RM2 David Banik overpowered RM2 Bill King 21-16 and 21-17, while RM1 Wayne Holleman played RM2 Daryl Johnson to a 1-1 tie then astounded Johnson 21-12 in the final game.

RM2 Banik, brandishing his favorite green rubber paddle promised to bury SK1 Williams, his scheduled second round opponent, while Williams promised to have the XO lock Banik's paddle in the safe. The second round of play is scheduled for 18 January.

During post-game celebration it was the general consensus that the swelled heads of the "lower Mississippi river grope" could be shrunk considerable if they should decide to accept the herewith challenge to a best-out-of-five set of volleyball. If they'll "go almost anywhere" and "play almost anybody" maybe they'll risk their reputation on us.

Photos and story by YN2 Stephen Handy



RM2 David Banik slams the ball out of sight while RM2 Bill King looks on helplessly.

(Editor's note: Because of RADM Venzke's involvement in the board of inquiry that is investigating the sinking of the CGC BLACKTHORN outside Tampa Bay, Florida, there will not be a District Commander's Corner in this issue. River Currents will continue this feature in future issues.)

An All Hands Evolution

The best things in life are free. That's the way things seemed, when approximately 100,000 informational pamphlets were distributed to the Missouri/Illinois boating public at the All Sports Show. The show was held at the Cervantes Convention Center, St. Louis, Missouri during the week of January 7-16, 1980. The literature's content ranged from proper ways to use your Marine Sanitation Device to Water 'N' Kids, (a coloring book for children).

The "Boat Show" was an all hands effort as members of the Boating Safety Division, BOSTEAM TWO, Reserve BOSDET St. Louis A and B, and Auxiliary Divisions three and seven "pitched in to man the booth." Also playing key parts were the Coast Guard Half-Boat, the BOSCEN and the lighted Boating Display.

"I could visualize what the show looked like without even being there." said CWO-3 Donald F. Thurston. Commanding Officer BOSTEAM TWO. When I worked the booth, and actually saw it for the first time, it was everything I anticipated. They really came through. "It just goes to show that money can't buy everything."

(Story and photos by PA3 Dona Frank)

Participating Auxiliarists included:

USCG Auxiliary members 02 W Division III:

Edward Meyers, Leonard Milton, Bill Kristen, Joe Flynn, Albert Krumrey, George Krumrey, Conrad E. Nichols, Ralph H. Woods, James E. Willerton, Marilyn Aten, Charles W. Aten, II, Norbert Doll, Edward Martin, John D. Staehle, Eugene Raemdonck, Bob Story, Rosemary Aten, Martin Walsh, Ruth Walsh, Forrest Moeckel, Kenneth Schwind, E. Richard Lipsinsky, Johan N. Sverdrup, Walter W. Gueck, Dale Behm, Francis Stiens, Wm H. Lang, Sr, Edna Rose Aten, C.W. Aten, Ralph Thies, Fred Wenzlburger, William Eckl.

USCG Auxiliary members 02 W Division VIII:

Carl Beller, Herb Koberman, Rich Guinn, Chug Aldwin, Bob Nisbet, Carl Guibor, Leonard Cortor, Nancy Aldwin, Charles R. Meyer, Clarence Loncaric, Frank Pulaski, Donald E. McDonald, Delbert Montgomery, Martin B. (Ben) Dehn, Nancy Aldwin.

Coast Guard Reserve Unit St. Louis "B":

BMCS W. L. Giessman, BM1 R. Golding, PS1 G. Huber, MK3 M.F. Berry, MK3 A. Oretti, RD3 J. Buchanan, SA D.E. Chute

Coast Guard Reserve Unit St. Louis "A":

BMCM R. H. Beerman, BM1 J.M. Hancock, EM1 J.J. Adams, MK2 J.F. Droppelmann, PS2 C.L. Gurney

BOSTEAM 2:

CWO3 D.F. Thurston, MK2 R.M. Ogden (Bosdet Paducah) YN3 K. H. Totten, BM3 K.C. Kohler (Bosdet Paducah)

"B" Division:

Ens. D.F. Premoe; PA3 D.R. Frank.

2nd Annual Food Drive in Owensboro

ANFAC Owensboro and Group Ohio River joined forces this Christmas to make the Second Annual Food for the Needy campaign a success. According to F. F. Lieder, Group Ohio River C.O., enough food was collected to make up twenty baskets for needy families in the Owensboro, Kentucky area. Each basket weighed fifty pounds and contained can goods, bread, and a meat center piece. This year the drive was so successful that a huge box of canned goods was given to the Wendall Foster Orphan Home as well as the area's needy families.

The drive was conducted by placing a decorated box in grocery stores, with a sign requesting donations which were then distributed by Coast Guardsmen.

A Coast Guard "Santa," MK2 Neal Kirby delivers food to needy families.

(Photo by MK2 David Stinson)

DISTRICT COMMANDER
RADM Norman C. Venzke
Chief of Staff
CAPT J.W. Leadbetter
Public Affairs Officer
LTJG Louis M. Farrell
Assistant Public Affairs Officer
PA1 Roy Compton

Editor
PA2 Dennis H. Post
Photojournalists:
PA3 Dona R. Frank
SN David Graf

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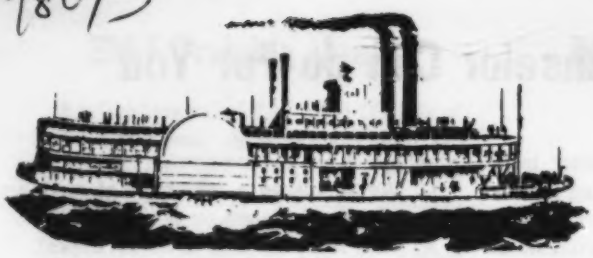

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SECOND COAST GUARD DISTRICT - MARCH, 1980

2nd District Holds Memorial Service For Blackthorn Casualties

It was dark and grey February 8, as if the weather itself was sympathetic, as units from around St. Louis held a memorial service for the crewmen who lost their lives when CGC BLACKTHORN sank off Tampa, Florida, January 28 this year. The ceremony began with the posting of colors, and an officer and an enlisted man's dress hats were placed before the rostrum, along with a folded American flag. This symbolized the men who lost their lives in the incident, which Coast Guard Commandant Admiral John B. Hayes called ". . . the worst peacetime disaster in Coast Guard history."

The Reverend Doctor Loren W. Richter, a chaplain with the rank of commander in the naval reserve, lead the mourning Coast Guardsmen in prayer. CDR J. D. Adams, 2nd District chief of the comptroller division, read the names of the casualties. To close the ceremony, a bugler played taps and colors were retired.

The honor guard for the ceremony had a representative of almost every unit in the St. Louis area on it. Honor guard members included: SK3 Michael Longoria, MSO St. Louis; SA Douglas Mosby, CGC OBION; BM3 Tyler Pendleton, CGC CHEYENNE; DC2 Ronald Coombs, CGC SUMAC SA Linda McAllister, Base St. Louis; the hats were carried by ENS. Douglas Premoe, CGD2(b) and ETCM Jeffrey Thomas, the 2nd District's Command enlisted advisor. The Air Force provided a bugler: David W. Astembotsk, A1C.

The CGC BLACKTHORN sank when it collided with an oil tanker at the entrance to Tampa Bay. A Marine Board of Investigation, headed by 2nd District Commander RADM Norman C. Venzke, is looking into the incident.

A memorial fund is being established for the crew of the BLACKTHORN. Contributions should be sent to:

USCGC BLACKTHORN Memorial Fund, care of:
COMMANDER (dcs)
Eighth Coast Guard District
500 Camp Street
New Orleans, Louisiana, 70130.

Survivors

LCDR G. J. Sepel, Commanding Officer
LT D. B. Crawford, Executive Officer

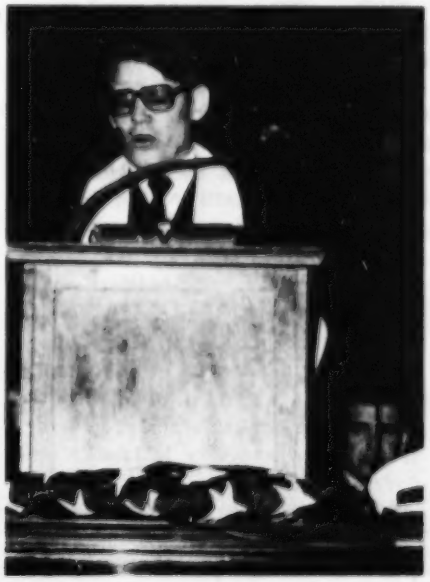
ENS J. R. Ryan	SS3 D. B. Marak
CWO J. S. Miller	FNB J. Dees
BMC R. D. Robinson	FNMK R. C. Niesel
MKC R. B. Litterell	SNSS S. J. Chaplin
QM1 J. L. Huse	SN M. A. Rhodes
SS1 R. G. McCray	SN A. M. Ware
MK2 P. M. Florence	SAQM R. K. Shine
SS2 C. J. Campagna	FA D. M. Brooks
BM3 C. E. Bartell	SA S. A. Coleman
EM3 L. C. Clutter	SA M. C. Gatz
GM3 P. J. Lucas	SA M. D. Gray
HM3 R. L. Chamness	SA E. Solis
MK3 S. G. Overby	

Deceased

ENS F. J. Sarna	EM3 E. F. Sindelar
CWO2 J. J. Roberts	QM3 R. W. Gauld
MKC L. D. Stidhem	SS3 D. R. Frank
ET1 J.F. Ressler	SNGM R. B. Barnaby
SS1 S. I. Avila	FA M. K. Luke
MK1 B. M. Lafond	SA W. R. Brewer
MK1 D. R. Maxcy	SA W. R. Flores
DC2 D. M. Estrada	SA G. E. Harrison
EM2 T. R. Faulkner	SA J. E. Prosko
MK2 R. D. Boone	SA G. Rovolis, Jr.
QM2 G. Q. Crumly	SA C. D. Hall
DC2 L. D. Frye	

(Lists courtesy Commandant's Bulletin)

The 2nd District mourns the loss of the CGC BLACKTHORN crewmembers.



The Reverend Doctor Loren Richter reads a service for the Blackthorn's crew. The hats and the folded American flag represent those who lost their lives in the mishap.

What Your Drug and Alcohol Counselor Can do For You

2nd District's Drug and Alcohol counselor, BMC M. A. Luna at his desk.

The 2nd District's new drug and alcohol counselor has been in his job for almost six months now. River Currents interviewed him about his work:

Q: What's a chemical dependent counselor do?

A: Basically, I'm a referral service. I know what treatment is available and where. I can help a command or an individual find the help they need to deal with a problem. Another part of my job is education. Before you can deal with a problem you have to know about it.

Q: What is a chemical dependent person then?

Anyone whose drinking, or, for that matter, smoking, popping, snorting or whatever, causes a problem for them at work, at home, or anywhere else.

It's hard to identify the substance abuser. People have a picture of an alcholic, for example, as someone who is lying in the gutter with a bottle of cheap wine in a paper bag. Well, there are over 17-million alcoholics in this country, and believe me, they are not all lying in the gutter. In fact, alcohol abuse may be the country's number one health problem.

Q: Is there any way to identify the substance abuser?

A: Every single case is different. Some patterns do show up, though, when a person is having a problem. They may be late to work a lot; their job performance may fall off; they may even drink while on the job. The only real way to identify the substance abuser is to know the people you are working with as individuals. When production starts to fall off, that's when the process of counseling the person should start. Any problem they have could affect their performance.

People have a picture of an alcoholic as someone who is lying in the gutter with a bottle of cheap wine . . .

Q: So the old saying "Sounds like a personal problem to me" is going out the window?

A: Well, it's good to be interested in the people you work with.

But there is something else that goes on, the exact opposite of what we have been talking about. The boss says: 'Well, when he isn't drinking he's the best man we have.' So he or the substance abuser's co-workers cover for the person. Some people think they are doing somebody a favor when they cover up for them when they can't do their job.

So every day, the person's condition gets a little worse, until serious damage occurs; or the abuser dies in a car crash or injures or kills someone else; or he dies from a disease directly related to substance abuse. Cirrosis, brain damage, whatever.

When you have a lot of evidence that the person is screwing up on the job, confront him with it. Tell him what he can do about it: enter one of the various programs that the Coast Guard has set up to treat substance abusers.

Q: Are the facilities for rehabilitation only on the Coasts?

A: Not at all. There is no program a person is going to be forced into. As I said earlier, each case is different, and each method of treatment is different. We make use of civilian facilities as well as the programs the other services have established. We think of someone with a problem as an individual and that is how we treat them.

Q: How long does it take to cure an alcoholic?

An alcoholic is never cured. An alcoholic is always recovering.

Q: We've talked a lot about alcohol. What about marijuana smoking?

A: That is a subject I'm not an expert on, and right now, I'm not sure that there is an expert, someone with all the answers. Some studies seem to indicate that marijuana has some bad side effects, while other people claim some benefits from the drug's use. I don't think anybody really knows for sure, right now.

The main thing is: the drug is illegal. No matter what the local customs or practises, no matter what any of us think about the law, the fact remains you can be punished for using marijuana.

Q: Is there any kind of amnesty program?

Yes. The C.O. of a unit can grant amnesty, once in a Coast Guardsman's career, to someone who has a drug problem and wants help. There are strict limits on this program. It does **not** include any non-judicial punishments or court martial offenses that you have pending against you. What the Coast Guard is saying is: we're not going to punish you for seeking help, if that is the only way the Coast Guard would know you use illegal drugs.

Some people think they are doing a person a favor when they cover up for him . . .

Q: Is it possible to get this exemption without telling anyone? Could someone come in here and get the exemption without letting their CO or anyone on the ship know their problem?

A: Yes and no. The C.O. is the person who grants the exemption, so he is going to have to know about it. But everything said in this office is confidential. No one is going to gossip about your problems if you come here seeking help.

Q: In general, how would you sum up the programs for treating substance abusers?

A: We try to make abusers responsible for their own actions. We try to make them see the consequences of what they do, to themselves and others. We help them help themselves.

EMT Training Useful

Earlier this fall, LTJG BOB CORDZ of MSO St. Louis, unexpectedly had occasion to use his Emergency Medical Technician (EMT) training obtained with Coast Guard Tuition Assistance at St. Louis Community College Forest Park. LTJG CORDZ was walking his dog on his street when he noticed an electrician flat on his back on the sidewalk in front of a street lamp on which the electrician had been working. The electrician's assistant was standing over the stricken man, but didn't know what to do. LTJG CORDZ quickly asked what happened and after finding out the man was electrocuted moments before, checked for vital signs and finding none, began cardiopulmonary resuscitation. After five minutes, LTJG CORDZ instructed a bystander on how to assist him and together they worked on the man for another 10 minutes until they were relieved by an ambulance crew. Unfortunately, the man was not revived. A hospital spokesman said that the electrician had been killed instantly.

(Article submitted by MSO St. Louis)

Marine Safety Division Nominates "Working Girl of the Day"

KXOK, a radio station in the St. Louis area, has a daily feature called Working Girl of the Day as part of their programming. Recently, the 2nd District's Marine Safety Division nominated GS-4 Lucey Riley for the honor. In the letter nominating Ms. Riley, Captain Mathew Woods, chief, marine safety division, said:

"In a little more than a year, Lucey has not only assimilated the highly detailed nature of her job but has come to be known as an expert in the programming of our computerized system. In our military/government system that is notorious for at least biweekly changes, Lucey has remained well planned and organized.

"As efficient as Lucey is, we are all indebted to her mostly for her warm, friendly nature. In our atmosphere of frequent dilemmas and crises, Lucey retains a smile and kind word for everyone. Often she provides home baked delicacies for all to partake. With Lucey in our office, it's like having the Christmas spirit all year long."

Ms. Lucey Riley, KXOK's Working Girl of the Day 2 Jan 1980.

Ms. Riley received the award Jan. 2, 1980.

Presidential Primaries Set In Spring

(AFPS) In May the following States will hold Presidential Primary Elections. Unit voting counselors and voting officers have full details on how to complete a Federal Post Card Application (FPCA) to register and vote in these important elections.

Presidential Primary Elections during the month of May are—

- **Texas,** May 3 Republican Party only)
- **District of Columbia,** May 6
- **Indiana,** May 6
- **North Carolina,** May 6
- **Tennessee,** May 6
- **Maryland,** May 13
- **Nebraska,** May 13
- **Michigan,** May 20
- **Oregon,** May 20
- **Arkansas,** May 27
- **Idaho,** May 27
- **Kentucky,** May 27
- **Nevada,** May 27

It's your vote—USE IT!

Tax Time Creeps Closer

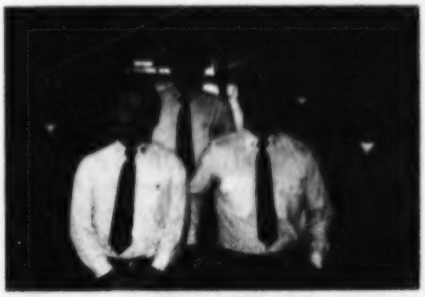
Tax time stalks us all. But, in the 2nd District you have an ally against taxes: the 2nd District Legal Staff. Say, for example, you received a lump sum bonus this year, and your income jumped five tax brackets overnight. Legal can explain the ins and outs of something called income averaging. Did you move this year? You might just have a fat, juicy exclusion coming.

Those needing legal assistance in preparing income taxes are encouraged to contact the district legal office. Coast Guard legal officers as well as Army Reserve lawyers from the 118th and the 129th JAG Detachments will be available to provide tax advice. Call-in advice will also be available for those outside the St. Louis area. Appointments for visits or call-in assistance may be arranged through the legal office at FTS 279-4624 or commercial telephone number 314-425-4624. Additional information concerning the legal assistance program is contained in 2nd District Instruction 5801.1c.

Mississippi River Groups Arranging Volleyball Contest

Group Upper Mississippi River has challenged Group Lower Mississippi River to a Volleyball game. As River Currents goes to press, the time and place of the over-the-net duel is up in the air.

"Coach" YN3 Bill Lee was cool about the challenge. "We're interested in giving as many people volleyball instructions as we can, and I think we can give group Upper Mississippi River a lesson they won't forget," Lee claimed.



Group Lower Mississippi River's volleyball squad says they're ready to take on Group Upper Mississippi River.

Trained People Are The Safest People

The U.S. Coast Guard Marine Safety Office Minneapolis/St. Paul places its primary emphasis on personnel safety.

As routine operations of the Port Ops Department increasingly expose our people to hazardous materials, their level of training must correspondingly increase.

Training at MSO Minneapolis/St. Paul is hands-on and under realistic conditions. Training aids such as irritating vapor inhalants, live operating gear, blindfolds and timed drills are normal routine.

It is not sufficient anymore just to know how a piece of equipment works. In a crisis situation, it will be your past experiences that you rely on to help you through it. At MSO Minneapolis/St. Paul our personnel have acquired the confidence that comes from personally using safety equipment.

Photos by LTJG S.E. WALSH
Photo captions by BM1 R. W. PEIFFER

BM3 Pert demonstrates the "Robert-Shaw escape capsule." This apparatus provides a maximum of 5 minutes of clean air during an emergency escape situation.

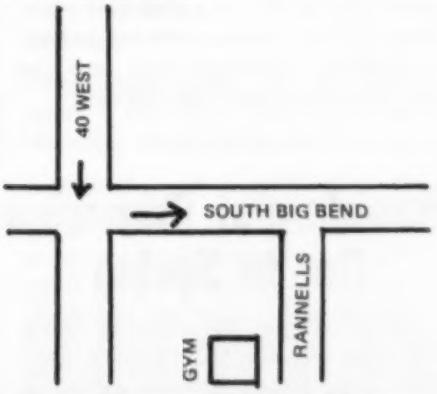
MK3 Thompson lectures on maintenance of Scott Air Pack self contained breathing apparatus.

Whoops! River Currents Drops the Ball

According to some folks, mistakes are what help people remember you. Last month River Currents ran a team roster instead of a game schedule for the 2nd District Basketball team. This time for sure:

Coast Guard vs. Shooters Mar 4 at 6:45
Coast Guard vs. Sportsprint Mar 11 at 8:00
Coast Guard vs. Davis Rental Mar 18 at 8:00
Coast Guard vs. Blue Cross Mar 25 at 6:45

All games are played at the Salvation Army Gym in Maplewood, Mo. 7701 Rannells Street. See below for a map of the gym's location.



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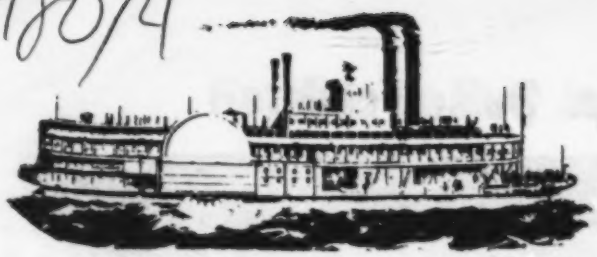


RIVER CURRENTS

SECOND COAST GUARD DISTRICT - APRIL, 1980

The Water Starts To Rise

Evacuation has begun at ANFAC Greenville because of high water, according to BMC L. Cruz. They are expecting a crest of around 42 feet on the fourth of April.

"It's not quite as bad as last year, so far. Of course, it all depends on the weather, but it is more of a nuisance than a disaster so far. About 75% of the parking lot is covered with water. We have to move all the vehicles up to the levee, at this stage, and commute by small boat. So far, we haven't had to move Patoka."

CGC PATOKA is the cutter moored at ANFAC Greenville.

BMC Cruz also said that there had been no evacuations of private homes, or other flood relief work so far this year, and the high water had not interfered with commercial vessels.

Ping Pong

MSO St. Louis wants it known: Coast Guardsmen have only one month left to take on the all time freestyle Ping Pong champion of MSO St. Louis, BMC Donald Hughes. He retires in April.

"We just want to give the Coast Guard one last chance," said MK3 Alan Boefer. "We're ready to take on teams or individuals."

To arrange a match, call MK3 Boefer at 425-4657, or FTS 279-4657.

Shine A Light: the Incentive Awards Program

Story by LCDR J. H. Burger

Tired of inefficiency, waste, and just plain dumbness? There is something you can do about all that, and it is called the Incentive Awards Program.

The Incentive Awards Program is designed to let you make your input. Through this program, each and every one of us has the opportunity to suggest better and more cost effective ways of doing things.

Your suggestion can provide benefits in three ways:

FIRST; if your suggestion is adopted, the government derives the benefit of a more cost effective method of operation resulting in a saving of dollars that can be used elsewhere.

SECOND; if your suggestion is adopted, you will receive a cash award commensurate with the savings to the government your suggestion produces.

THIRD; even if your suggestion is not adopted, your idea will have been afforded the opportunity to be evaluated and you will receive a Second District coffee cup.

THERE IS NO WAY YOU OR THE GOVERNMENT CAN LOSE.

During FY-79, sixty-one suggestions were submitted in the Second District as compared to thirty-eight in FY-78. Ten cash awards totaling $1220.00 and forty-seven coffee cups were awarded to Second District personnel. The government benefited by saving $13,434.00.

The FY-80 Incentive Award Program slogan is "IDEAS LIGHT THE WAY-PASS YOURS ON TODAY." Why not do it?

THIS COULD BE THE LAST TIME

SA Doug P. KECK of Group UMR looks like hs is at Ice Station Zebra as he cleans off the snow in the parking lot from the "Last" snow fall in Keokuk, Ia.

SA Douglas P. KECK scrapes the parking lot at Group Upper Miss. River of the accumulation from the "last snow storm" in Keokuk, Ia. When asked for a comment he replied "mush." SA Keck is from Belleville, Illinois.

Photo and caption by YN2 Stephen B Handy

Coast Guard Family Helps Raise Funds

For the second year in a row, Coast Guardsmen from the St. Louis area helped to man the phones during KETC-TV Channel 9's annual fund raising effort. The Public Television Station managed to raise over $12 thousand March 10, the date the Coast Guardsmen and dependents were on board to assist.

Last year, volunteers from the Chief Petty Officer's Association managed to raise over $13 thousand in their evenings efforts last year.

Coast Guards men and their dependents man the phones for public television in St. Louis.

Officers Wives Celebrate 25 Years of Giving

For a quarter of a century now, the 2nd District Officers' Wives Club has been serving the Coast Guard and the community. A list of those people and organizations that have benefitted from the Wives Club activities would fill this paper.

A few of the organizations include: Big Cat Country at the St. Louis Zoo; LORAN Station Christmas parties; and a fund to keep sketches of the artist George Caleb Bingham in Missouri.

The 25th Anniversary celebration was held at the Mother-in-Laws restaurant in historic St. Charles. Several of the past presidents of the club were on hand to celebrate the anniversary. Ellen Glasgow gave an address on the history of the club.

YN1 Bob Woolsey, YN1 Dale Broskey, and BMCS M. A. Luna hard at work at the telethon.

Evelyn Bunting and her daughter Sandy keep the switchboard humming at the KETC fund raising drive.

Kay Fugina, first president of the St. Louis Area Officers' Wives' Club, helps Carlajean Solberg cut the cake Mrs. Solberg baked to celebrate the 25th anniversary of the founding of the club.

Get Out or Stay In? The Career Question

Decisions, decisions. Sure there's security, but what about all that moving around? Good medical benefits, but a lot of private industry and government programs are as good or better, and there wouldn't be any CHAMPUS headaches.

River Currents talked to a couple of Coast Guard personnel who got out, and changed their mind about service life after being a civilian for a while:

BM2 Patsy Skinner works at Boating Safety Detachment Huntsville. She worked at a search and rescue station on the West Coast during her first enlistment, then left the Coast Guard. After about a year of civilian living, BM2 Skinner is back in the Coast Guard to stay.

"I left in the first place because of the duty station I was at. It seemed to me at the time that I just couldn't do anything right for the boss I had," explained BM2 Skinner.

"When I got out I expected to be making big money, but the money just wasn't there. For about a month and a half I typed for a news service, then I delivered magazines for stores. I made about $175 per week, but there were no fringe benefits. At my first job, typing, there was no health insurance at all. At my job delivering magazines you had to be out of work eight days before you could collect any kind of insurance.

"Another thing," continued BM2 Skinner," was that I discoverd the military was not the only place women are treated differently than men. I think now that it was the military that made me aware of that, but the civilian world is no improvement. There's always somebody who doesn't like women working for them. You're going to get hassled wherever you go.

"I'm happy at the job I have now. I sure missed the excitement of being in the Coast Guard when I was delivering magazines.

"My advice to anyone who is thinking about getting out is: think about it, **hard.** If I had to do it over again, I wouldn't have left the service."

YN2 Natalie Cline is a new face around the 2nd District offices, boating division, but she's been in the Coast Guard for four years.

YN2 Cline left the service in October, 1979 because ". . . there was no guarantee that my husband and I would be stationed together."

The Clines came to St. Louis, where YN2 Cline found work with a stockbroker. "You know how they are always telling you how well you can do on the outside? Well, don't believe it. The job I had was **boring.** After a whole year of work, you were entitled to exactly one weeks vacation." YN2 Cline rejoined March 17.

Judging from these two petty officers' experience, stories about the glories of civilian life may be fairy tales.

Volley Ball Team Brings Home Bacon

It was the first year that the 2nd District put a Volleyball team on the court, and they have established a winning tradition already by putting a third place trophy in the 2nd District Case.

After a slow start, the volleyball team went on to take a third place in the League. Games were at Granite City Army Depot. The win-loss record was 5-5.

The excellence of the Coast Guard netmen is attested to by the number of them picked for the elite all-star team. A grand total of 18 men were picked for the all-star play-off, of those five were Coast Guardsmen. They include: LT K.H. Good, LT P.T. Hoopes; LTJG W.L. Fry; QM1 Ray Moulton; and HM2 Brad Rees.

The team included:

NAME	
SK2 Peewee Parker-Coach	QMC Randall White
YN2 Bill Rhoades	CWO2 Chuck Rasmussen
SN Charles Hershey	ENS Larry Solberg
YN3 Paul Simon	LTJG Bill Fry
HM Brad Rees	LTJG Erich Engelbrecht
YN2 Barry O'Sha	LTJG Rich Lynch
YN1 Dennis Laughlin	LTJG Mike Farley
YN1 John Mooney	LT Ken Good
QM1 Ray Moulton	LT Pat Hoopes

Members of the hard-spiking, net-defying, trophy-winning 2nd District Volleyball squad.

B-Ball Team In Tournament

The precision and elegance that marked the play of the St. Louis Area Coast Guard basketball team brought them through the play-offs to the finals, and gives them a chance to pluck a trophy from the play-offs and lay it to rest in the 2nd District case.

A five-five season doesn't do justice to the style of play the Coast Guardsmen consistently exhibited. The first half of the season the team was plagued by TAD and extra-duty absences. But when they all managed to get together, they worked the court with dash and style.

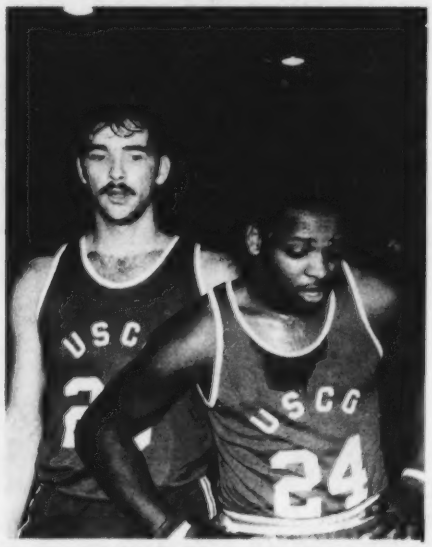
"We play as a team, not as a mob," said SK3 Marty Daniels, this year's high scorer, with 25 points to his credit.

Other top scorers include SK2 Roderick Brown 18 points; DC3 Reginald Wells, 15 points; SS3 Fred Trujillo, 20 points, SK3 Milton Gooden 10 points; FA Cowan Brooks, 7 points, SK3 Mike Jones 7 points.

SK3 Marty Daniels soars above the opposition. Daniels works at 2nd District offices.

SK3 James Sims of Base St. Louis goes up for the shot.

SS3 Fred Trujillo, who works at base St. Louis, picks himself up off the floor during a game marred by fouls.



Brown and Trujillo catch their breath during a time out.

FA Cowan Brooks and SK2 Roderick Brown of base St. Louis chase a loose ball.

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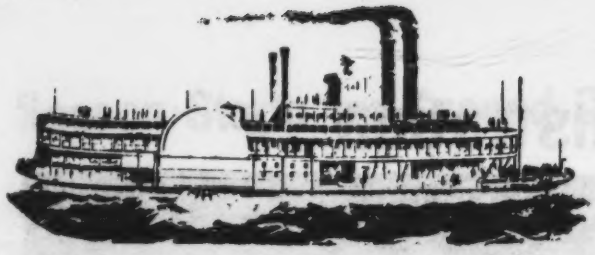


RIVER CURRENTS

SECOND COAST GUARD DISTRICT · MAY 1980

A Genuine 24 Karat Coast Guard Hero

BMCM D.R. Horsley, the active duty Coast Guardsman with more years of service than anyone.
Photos by LT J.G. Louis Farrell

He's got more time in chow lines than most of us have in the Coast Guard. He's wrung more salt water out of his socks than the average Coast Guardsman has sailed over, and he's got more decorations than a Christmas tree. His sea-duty time alone adds up to more than twenty-seven years. If anyone is Super Coastie, it's BMCM D. R. Horsley, the active duty Coast Guardsman with more continuous service than anyone in the world.

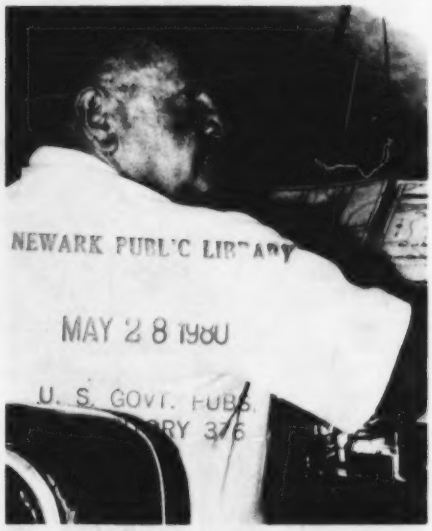
"Master Cheif Horsley is built like a little bull. He's about five-four, gruff and grumpy, and he has a rapport with his crew that is incredible," explained ETCM Jeffrey Thomas, command enlisted advisor of the Second District. "If he was to tell his crew, 'Well boys, I've decided to sail this cutter over a dam today, and we'll probably all be killed.' they'd just shrug, say aye, aye, and get the ship underway."

Right now BMCM Horsley is the Petty Officer-in-Charge of ANFAC Dubuque, but in his 38+ year career he has done everything from fight in the Viet Nam War to protect the President of the United States when he sailed down the Mississippi River on the steamboat Delta Queen last summer.

When asked why he stayed in the Coast Guard so long, BMCM Horsley replied: "I like it."

His most unusual assignment, he recollects, was the Coast Guard Cutter Kukyi, a LORAN station tender and a construction ship that was homeported in Hawaii and sailed the South Pacific, building LORAN stations from scratch.

"We did things that no other deck force in the Coast Guard ever did, like run bull dozers and pour concrete. Of course there was a regular construction crew aboard the ship, but a lot of the work fell to the deck force."


NEWARK PUBLIC LIBRARY
MAY 28 1980
U. S. GOVT. PUBS.

BMCM Horsley at the helm of the WYACONDA

His most exciting memory? "Well, I guess that all depends on what you call exciting. I always had my own ideas about that. I guess you could say a couple of the typhoons I was in were pretty thrilling. The Market Time operation in Viet Nam was downright exciting too. Sometimes too exciting. That was the first river fighting U.S. armed forces have been in since the Civil War. We went in close. There used to be leaves and bushes hanging all over the cutter after a patrol. We were eyeball to eyeball with the b-----ds we were shooting at. I don't think anybody ever gets used to the sound of enemy gunfire, especially the first few rounds. But after the first few shots you get so busy doing what you have to do you don't even think about it."

BMCM Horsley served in Viet Nam from October 1966 to January 1969. Among the many other decorations he received was a Bronze Star. The citation reads like the script to a John Wayne movie: over one hundred naval gunfire missions, under intensive enemy fire on eleven occasions, and personally accounted for five enemy personnel killed in action.

Phrases like that make you suspect that BMCM Horsley might just be a genuine Coast Guard Hero.

BMCM D.R. Horsley has sailed on enough ships to make a decent sized navy for a third world country. His assignments have included: CGC SAGEBRUSH, CGC CACTUS, CGC ANDROSCOGGIN, CGC MACKINAC, CGC HALFMOON, CGC PLANETREE, CGC KUKUI, CGC NETTLE, CGC CHAUTAQUA, CGC BUTTONWOOD, CGC IRONWOOD, CGC KLAMATH, CGC PT WHITE, CGC PT. GRACE, CGC PT JEFFERSON, CGC PT PARTRIDGE, CGC PT GREY, CGC MALLOW, CGC BASSWOOD, etc., etc.

Survival Demonstration

LCDR D.S. SMITH, Chief, Boating Affairs Division for the 2nd Coast Guard District was in Louisville, Kentucky on 21 March 1980 to give a demonstration on hypothermia and cold water survival.

The demonstration was attended by over 100 representatives of the local marine industry, police and fire departments and the Corps of Engineers. LCDR SMITH and BMC CLAUDE HARMON presented information relative to the use of PFD's and demonstrated various PFD's and survival gear. The local news media recorded the event.

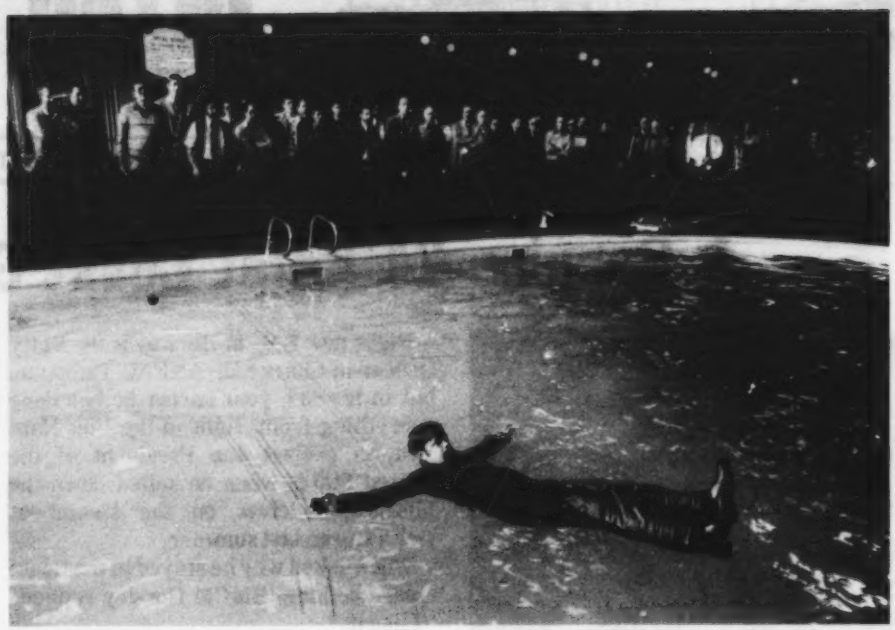
RC1 R.G. HAROLD and MK3 B.D. FENTRESS conducted a poolside demonstration of different types of survival gear for the local news media.

The highlight of the demonstration was when CDR LELAND GREGG (Commanding Officer of MSO Louisville), entered the pool in a survival suit with his Service Dress Blues on and stayed dry.

Photo credits to Ms. Melissa Farlow of the Courier-Journal, Louisville Times.

Story by: -DC1 R.G. HAROLD, USCG-

LCDR Smith gives CDR Gregg (CO of MSO Louisville) instructions before he entered the pool in exposure suit. CDR Gregg was in full dress blues under the suit and did not get wet.
Photo by Melissa Farlow courtesy of the Courier-Journal, Louisville Times.



DC1 Rich Harold of MSO Louisville with foul weather suit and heavy boots on demonstrates it's easy to float.
Photo by Melissa Farlow courtesy of the Courier-Journal, Louisville Times.

Downproofing For Safety

The U.S. Coast Guard Marine Safety Office Minneapolis/St. Paul continues to emphasize personnel safety. Downproofing is a yearly event conducted at the St. Paul YWCA. Prior to the "hands-on" training at the pool, MSO personnel review basic techniques of survival swimming with the aid of an American Red Cross film. Poolside training provides the opportunity to try out new personnel safety equipment and to develop skills and confidence for potential crisis situations.

Story by LTJG S. E. Walsh
Photographs by LCDR S. E. Hungness

(Left to Right) Petty Officers P.A. Pineault, D.R. Cotch, J.P. Thompson, and LTJG S.E. Walsh at a learning station with YWCA instructor reviewing the effects of river currents.

Port Ops Department personnel with new gear. (Front) BM1 R.W. Peifer wearing cold weather coveralls with built-in flotation, MK1 J.M. DeFrancesco (left) wearing a cold weather flotation coat with orange and reflective hood. CWO2 R.E. Peterson (right) wearing an alternative style of work vest.

Season Starts for Second District Nine

It was an unhappy beginning for the sluggers of the Second District, dropping an afternoon heartbreaker 10-13, then losing under the lights 14-30. But the team is undaunted by their slow start, and the score doesn't really reflect either the team's heads-up, skillful play or their determination to end the year with a trophy in their mitts.

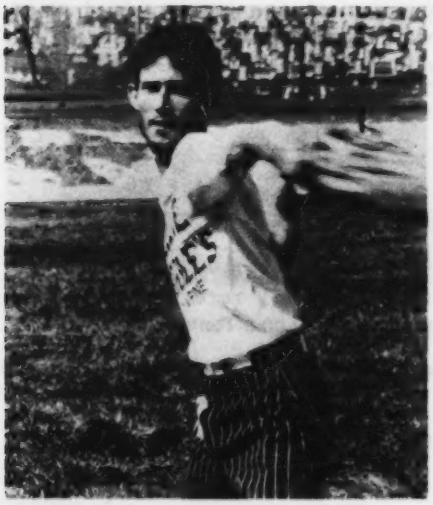
The team, sponsored by a local watering hold, Kellie O'Toole's this year, is composed almost entirely of Coast Guardsmen, including:

YN1 Dale "Mad Pole" Broskey	2nd Base, 3rd Base, Catcher
YN1 Bob "Your Name" Woolsey	1st Base
SKCS John "On the Road" Weber	1st Base
BM3 Steve "Bull Dog" Adams (CGC Cheyene)	2nd Base, Third Base
SK2 Frank "Octane" Wright	2nd Base
ET3 Kevin "Machine" Finley (Base St. Louis)	Shortstop, Second
YN2 Bill "Dusty" Rhoades (RO St. Louis)	3rd Base, Shortstop
SN Charles "I Got It" Hershy	2nd Base, Catcher
YN1 Dennis "Strike Out" Laughlin	Pitcher, 1st Base
RM1 Mark "Arch" Raybould	Relief Pitcher
YN2 Roger "Speedster" Boswell	Catcher
SK2 Russell "Pee Wee" Parker	Outfield
YN3 Paul "Simple" Simon	Outfield
LTJG Robert "Homer" Palumbo	Outfield, Third Base
HM2 Brad "Bruiser" Rees	Outfield

But win or lose, a Second District baseball game is a guaranteed good time, whether you're playing or watching. Games are played in Lions' Park, behind the Budweiser Brewery.

SK2 Russell "Peewee" Parker rounds third base enroute home.

YN1 Bob Woolsey stretches to get a runner at first.



ET3 Kevin Finley lobs the ball home.

Broskey at the Bat: YN1 Dale Broskey, a seemingly permanent institution of Second District softball, prepares to bash one over the fence.

Keri Lee, YN1 Dennis Laughlin's daughter, came prepared to throw out the first ball of the season.

Tools of the trade.

A runner rounds second as Coast Guardsmen prepare to finish him off at third.

WARNING! Tornado Season Approaches

We've had snow, sleet, hail and rain. Now, with spring in full bloom we can look forward to another Mid-western weather surprise: the tornado.

Everyone has seen pictures or read about these destructive storms, but there is something new about tornado detection that is described in newspapers and magazines around the country: using your television as an early warning system.

It works something like this: turn on your television. Turn the channel selector to 13 and using the brightness control knob, darken the screen until it's nearly black. Now switch the channel selector to channel two. Lightening will appear on the screen as horizontal flashes or streaks. If the screen becomes bright, or the darkened picture becomes visible and remains continuously visible, chances are a tornado is within 20 miles or less. At this point, it's time to unplug your TV and head for the basement.

2nd District Runner up on Waesche Award

Last year the 2nd District Reserve units won the coveted Waesche Award for excellence in the total reserve program. This year the part-time Coast Guardsmen were strong contenders, coming in second in the competition. But number two tries harder. Here are just two examples of how the reserve in the 2nd District helps get the job done:

Keeping Boaters Safe

Congratulations and a hearty "well done" are in order for personnel of the Boating Safety (BOSAF) Division of the Nashville, Tennessee Reserve Unit, commanded by Commander Richard Crawford. During the 1979 boating season BOSAF personnel patrolled two major lakes in the Nashville area, Old Hickory and Percy Priest, and, despite being plagued by mechanical problems, compiled an impressive record to lead the Second Coast District, both Regular and Reserve, in all categories of statistics. During the season Nashville BOSAF personnel conducted 453 boardings, most of which were small pleasure boats. Of these, 245 were found to be in violation.

The nearest Reserve unit in statistics only conducted 225 boardings. Even among the Regular BOSAF units, the leading team's total was 438 boardings, with 210 in violation.

More important, however, is the fact that, despite extremely heavy boating activity on these two lakes, one of which was described by a seasoned boating safety inspector from Second District Headquarters as "a zoo", Nashville BOSAF personnel were instrumental in keeping boating mishaps and injuries to a minimum.

The unit, led by PSC W.C. Thompson, was made up of PS2 (now Ensign) R.L. Davis, MK1 W.H. Brown, ET1 J.P. Glines, PS1 H.M. Skipworth, ET1 G.D. Kyle, BM2 A.W. Petty, DC2 J.B. Clark, MK3 R.H. Burr, MK3 R.H. Tyner, and DC3 D.W. Haynes.

Story by ENS R.L. Davis

A "Triumph" for the Reserve

Story by Lt. Tom Behringer

Since its inception in 1973, the Louisville Vessel Traffic System has assisted over seven thousand towing vessels through the treacherous reach of water on the Ohio River just above McAlpine Dam.

The efficient operation of this system is in no small part due to the excellent rapport of MSO Louisville personnel and members of Coast Guard Reserve Unit Louisville. Reservists on Special Active Duty For Training (SPACDUTRA) have logged over 11,000 manhours in the VTS for over 50% of the total operating time. MSO personnel stand the watch "out of hide" during normal office hours and are relieved at the end of the working day. The year 1979, was a significant year in the operation of the VTS. Record rainfall resulted in 1890 hours of VTS operation, which exceeds any previous year. Reservists logged 60% of these hours.

The decision to use reservists at VTS watchstanders was made in 1973 in lieu of increasing the number of regulars at MSO Louisville. This decision has resulted in remarkable savings to the government and highly skilled reservists and should serve as a model for the efficient use of the Coast Guard Reserve.

Boating safety reservists inspect a pleasure boat on a Tennessee lake.

(Editor's note: Because of RADM Venzke's involvement in the board of inquiry that is investigating the sinking of the CGC BLACKTHORN outside Tampa Bay, Florida, there will not be a District Commander's Corner in this issue. River Currents will continue this feature in future issues.)

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LTJG Louis M. Farrell
Assistant Public Affairs Officer
PA1 Roy Compton

Editor
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SA Beth Smith

An unofficial publication, RIVER CURRENTS is published under the direction of the Public Affairs Office.

News, feature stories and photographs are solicited from all Coast Guard personnel. Material will be published on a space available, news significance basis and by-lines may be given, if requested.

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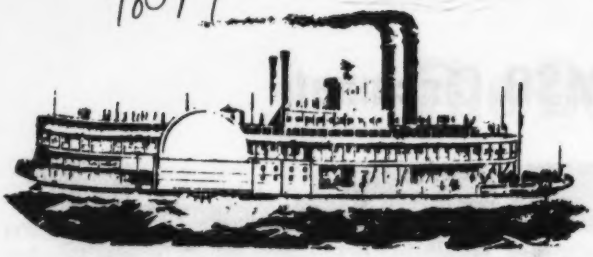

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SECOND COAST GUARD DISTRICT - JULY 1980

Some Like Things Hot

Story by SN Beth Smith

Ah, yes . . . it's the end of another day at 1430 Olive St. Visions of relaxing along a poolside with a frosty six pack or high hopes that the bus will be air conditioned give most people enough incentive to venture out into the sweltering and so far unsympathetic summer of 1980. While we've all been avoiding the record breaking temperatures of late, there is at least one person from the district office who seems to be attracted to the heat. YN2 Roger Boswell of the Marine Safety Division goes home actually looking forward to perhaps walking into a building in which temperatures may reach higher than 400 degrees.

As a part time fireman at the French Village Fire Department in Illinois, Roger is on call every minute that he's not working for the Coast Guard. The section covered by his department is the Fairview Heights, Belleville and Washington Park area.

Just about every little boy has dreams of becoming a fireman when they see their first engine truck rushing to the scene of a blaze. Roger was a little past that stage when he decided to get involved. He's always been interested in public service, so, after receiving a pamphlet in the mail last March asking for volunteers, he knew it was for him.

Being on call for so many hours a day does put some limitations on his family and social life. On sleeping time, too, Roger says. Sometimes sitting down to dinner must be put off completely. When he hears his tone on the pager, he's got to go. Loss of sleeping time isn't too much of a problem because the average of four or five weekly calls handled by the French Village department are usually in the early evening before most people go to sleep. By late evening the use of electrical appliances is down to a low. Electrical fires are the most common in the area with arson next in line. The late night calls are usually on weekends. Any

"Semper Paratus" is more than just a Coast Guard motto for YN2 Roger Boswell. Here he stands ready to go, aboard French Village's newest fire engine truck.

inconveniences put on Roger are easily outweighed b y the satisfaction that he gets from helping the community. Even his wife doesn't seem to mind the interruptions too much. "She knows I like what I'm doing," says Roger. "I get grumpy when I don't, and she'd rather see me smiling."

When stationed on the CGC Boutwell out of Seatle, Roger took a course to become a certified Emergency Medical Technician in December of 1977. Since he's been on the fire department he's had strictly on the job training. His first call was a trash fire that was put out quickly. The most exciting fire he's been at started late one afternoon in a stove factory. The fire began shortly after closing time and lasted five and a half hours. Roger estimates the temperature of a fire of that intensity to be about 400 degrees. When you consider the burden of an eight to ten pound bunker coat, insulated of course, full length boots, a helmet, gloves and a Scott Air Pack, its not hard to recognize the strength and courage that it takes to devote time to

ANFAC Peoria vs. High Winds & Fire

It may not have been the battle of the century, but SA Timothy Tucker and BM3 Jerry Godown of ANFAC Peoria faced a lot tougher opponents than Sugar Ray Leonard when 50 knot winds hit the Illinois city on July 5th.

Peoria Lake experienced seven foot seas, and three houseboats on the lake found things just a little too rough for comfort. The boats ran into trouble when they deliberately went aground to avoid swamping. They then sent a call for assistance.

"We got the call at 3:15 in the morning," explained SA Timothy Tucker. "By 3:27 we were on scene. The houseboats were just taking on too much water, so their owners tried to beach them. I mean they really dug some trenches; there were boats that draw four foot of water sitting there in only a foot of lake, one caught fire.

"We had a lot of problems finding the burning boat. Not only was it storming pretty good, but when we asked the boat that was on fire to blink its lights, about six different houseboats in the same part of the lake started flashing away at us.

"We finally found the boat, and of course they were in too shallow to get the 17-footer next to them. So I grabbed the CO_2 extinguisher and waded over. It was just a small electrical fire in the engine room and I had it out in a couple of minutes. The skipper must have overloaded his engines when he ran the houseboat aground."

To BM3 Godown and SA Tucker: Congratulations on a job well done!

Editor's Note: There will be no District Commander's Corner this month. This feature will be continued in future issues.

Brand New Building for MSO Cincinnati

The Coast Guard Marine Safety Office (MSO) at Cincinnati is in a brand new home. The MSO moved into the new facility in January, but it was dedicated by RADM Norman C. Venzke on June 9.

The new location puts the MSO right in the middle of the busiest section of the river. The industries they regulate are practically their neighbors. What's more being right on the river means they can put a boat in the water in seconds, and cut their response time.

"We had a pleasure boat break down right in front of a tow a couple of weeks ago," said BM2 Joe Cossaboom one of the MSO's coxswains. "We were able to get to the scene and tow the guy out of trouble in about fifteen minutes."

YN2 Fred Milbry and QM2 Jim Keener run up the new Coast Guard Ensign at the dedication of the new MSO Cincinnati building.

According to Dewey Barnett, 2nd District contracting officer, the new location can cut the MSO's response time in half. "Not only are they right on the river," explained Mr. Barnett "but all of their gear is in one spot. In a federal building, the office might be on one floor, the storage area on another, and the vehicles and special equipment in still another part of the building. Here, everything the MSO needs is in one

(See page 3)

CHAMPUS How it Grew, How it Serves

(AFPS)

What many beneficiaries don't understand is that the CHAMPUS law gives the program no authority over providers of medical care. Each provider, whether an individual or an institution, has the option of "participating" in CHAMPUS or looking to the beneficiary for payment. Not only is there such an option, but it may be exercised on a claim-by-claim basis. Currently, except for about 75 residential treatment facilities around the country, the program has no contractual arrangements with providers.

Submitting a claim on a "participating" basis requires first that the provider bill CHAMPUS directly and second that a statement on the claim form be signed to the effect that the CHAMPUS-determined reasonable charge/cost will be accepted as full payment whether paid in full by the government or jointly by the government and the beneficiary. When a claim is submitted on a "participating" basis, CHAMPUS pays the provider directly. Otherwise claims payments are made to the beneficiary or sponsor (in the case of a minor or incompetent adult). Sometimes in order to assist the beneficiary, a provider will prepare the claim and submit it directly to CHAMPUS but will not sign the required statement. This would not be a "participating" claim and here again CHAMPUS would pay the beneficiary, not the provider.

SHOP AROUND

CHAMPUS encourages the beneficiary to seek out participating providers wherever possible because the use of non-participating providers often may result in the beneficiary having to pay not only the cost share of the CHAMPUS-determined reasonable charge, but also any amount by which the billed charge exceeds the allowed amount. Unfortunately, many beneficiaries seem reluctant to shop around for participating providers, apparently preferring to make their selection on other bases and take their chances on incurring additional charges—or maybe it's because they do not understand the potential financial consequences.

SET BY LAW

Closely related to "participation" is the CHAMPUS use of the customary and prevailing principles and rules in the determination of the CHAMPUS reasonable charges applicable to physicians and other individual providers. The allowable amount is the lowest of the following:

1. The actual **billed charge.**
2. The **customary charge** made by the provider under similar circumstances for the same medical service or supply. (The customary charge is the amount which the provider usually and most frequently charged his/her patients in the previous calendar year for a specific medical service or supply provided under similar medical circumstances.)
3. The **prevailing charge** of most providers of similar training in a geographic area for the same medical service or supply. (The prevailing charge is set at a level that would have fully paid at least 80 out of 100 charges made for that medical service or supply during the previous calendar year by all providers of similar training in the same geographic area.)

REASONABLE CHARGES

Many CHAMPUS beneficiaries believe the level of reimbursement to be too low—that there is too great a gap between actual charges and CHAMPUS

Continued on page 4

The Dream Career

Money, huge sums of it. A job with prestige, work that takes skill, like welding, where people respect you for your abilities, and you can go home at night proud that you were part of building something. Not to mention making a decent living . . . or maybe a broadcaster, on the air, the whole world listening to you, keep them informed, crack a few jokes, just have a good ol' time talking to the folks and getting paid for it.

Sound good? Not to FNMK Terry Stevens of MSO Cincinnati, or HMC C. F. Babb of 2nd District offices. They've been there, and they know.

HMC Babb has what used to be called an "NBC Voice" deep, rich, mellow, something to make housewives lust to buy whatever the voice is talking about, a voice that would make an attack by flying saucers seem as real as a flat tire. On top of being equipped by nature with a golden throat, HMC Babb holds a 1st class FCC license. This is popularly known as a license to print money. Every radio station, no matter how small, is required to have a First Class license holder overseeing its day to day technical operation. First class "ticket" holders are always in demand. So what on earth is HMC Babb doing in the Coast Guard when he could be well on his way to replacing Walter Cronkite?

"Whenever people ask me why I left broadcasting, I tell them that it was a rat race, which I didn't mind, except that the rats were winning. "The competition in the broadcast industry is fierce. Someone is always after your job. You really don't have any friends. What I like about the service is the comaraderie. The Coast Guard has a great team spirit, a sense of people caring about other people. This is especially true on ships, where the feeling in the air is "look out for your shipmate, and he'll look out for you."

"For me another fringe benefit is travel. I like moving around the country, and the Coast Guard gives me a chance to do that."

FNMK Terry Stevens is built like a brick outhouse. He looks like, if he got mad enough at you, he could tear your arms and legs off and use you for a bath mat. In short, not someone afraid of a hard day's work.

"We were welding and going through 50-60 rods a day. The work didn't bother me," reflects FNMK Stevens in a soft voice, "but that many rods could blind a person." He shakes his head.

"I'm from Cincinnati. I've seen what forty years of factory work can do to a man. I have friends and relatives who are like burned out husks of persons. They get up, go to work, do the same job over and over and over, go home too exhausted to do anything but go to sleep. Then they DREAM about that job, the same thing, over and over and over, every day of their lives.

"The pay? Well, I was making over seven dollars an hour, which seemed like a lot when I took ther job. Know what my take home paycheck was? $170 per week."

"Another hassle was the union. The place I worked at was an open shop, which meant both union and nonunion people worked there. I didn't want to join the union, I figured it would just mean more money out of my paycheck for dues, and I couldn't see where the union was helping us all that much. I started getting threats to my life. Just for not joining the union, these guys were ready to kill me! I don't have to tell you how easy it is to be killed in a factory. Somebody just makes a little mistake with the crane or the forklift, and they scoop you off the floor with a spoon.

"In the Coast Guard you do something different everyday. You have to use your head as well as your muscles, and you're always learning something new. The things we do are important to the community and the country. Best of all, the people you work with are your friends and your teammates. There isn't a person at the station I wouldn't risk my neck for if they were in trouble, and I know they feel the same way about me."

If your enlistment is about up, and you think you want out, maybe you had better think again. What looks like the "dream job" might turn out to be a nightmare.

Brand New Building for MSO Cincinnati Continued

place, easy to get at."

Commander C.D. Morrison, Commanding Officer of MSO Cincinnati, pointed out that this was the first rented facility that was built specifically for Coast Guard needs at the Coast Guard's request, rather than going through the General Services Administration.

"I think we have some real advances, not just in mission performance, but in intangibles, like morale," explained Commander Morrison. "We have a shower and a locker room in this building. That may not seem important, until you've had to ride the bus home covered with oil, mud and water after spending the day monitoring a pollution incident clean-up. Other little touches give us flexibility. "CDR Morrison rapped on the wall behind his desk. "This wall is designed so that it can be pulled away from the building and moved without a lot of trouble. If we ever need more room, it will be simple to expand."

The building also houses the Reserve and Auxiliary components at Cincinnati. This is one of the few places in the country where the entire Coast Guard family can be found under one roof.

Health Care Available

A new insurance policy, good for only ninety days, is now available to persons leaving the service. According to Commandant Instruction 1760.3C Mutual of Omaha is offering this limited policy for $25 for the service member. Coverage for family members is $25 for a spouse, and $10 for each child.

According to the instruction, the government or the Coast Guard in no way endorse, require or guarantee the insurance policy. That is strictly between the policy holder and the company. The policy is being made available to help persons leaving the military through the transition period between the time military health benefits end and the time a person can enroll in a civilian health program of some kind.

CHAMPUS (Continued from pg. 2)

payments. However, the level of payments is not a matter of program choice. The current reimbursement methodology is set by law—and is similar (but less restrictive) to what Congress has mandated for Medicare. Any change would require amendatory legislation.

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Plastic Lights, Shocking Nights

Approximately 55,000 plastic night lights that may pose a shock hazard to consumers are being recalled.

The importer, Danara International of South Hackensack, New Jersey, said that some 46,000 of the lights were sold through Sears, Roebuck & Co. outlets since March 1978. These lights feature pictures of Winnie the Pooh and Tigger on the surfaces.

The remaining 9,000 lights feature other characters and were sold in a variety of retail outlets.

The recalled lights have the words "Danara International, Ltd., ¼ watt, 115 volts" on the orange plastic backing.

They should be returned to the place of purchase for a full cash refund.

Formation of Smart Duck Club

Mr. Vernon Friend, the District Safety Manager, has organized a smart duck club for the 2nd District. It is **not** a troupe of performing birds. It is a club of those individuals whose lives have been saved by wearing a Personal Flotation Device.

If you have a good man-overboard story, Mr. Friend wants to hear it. So far, over 60 case histories of people whose work vests or other PFDs have saved their lives are on file. You can reach Mr. Friend at 414-425-5839 commercial, or FTS 279-5839. You can write Mr. Friend in care of the Second District Commander, (dsm)

YN2 Cline Wants *YOU*

YN2 Natalie Cline is organizing a women's baseball team to play in St. Louis. She needs help.

"We're starting pretty much from scratch, and we are up against some pretty stiff competition. Some of the women's teams in the St. Louis area have been together for years. I think we have a good chance to beat them though. We're not going to be playing in a league this year. We're just going to have some practices and maybe a practice game or two. That way, when we get into league play next summer, we'll have a little experience working together.

"Another problem is finding a sponsor. There are league fees, and a certain amount of equipment that we'll need."

Anyone who is interested in joining the team should contact YN2 Cline in the Boating Safety Division, tel. # 425-5971. Membership is open to anyone connected with the Coast Guard in St. Louis, including dependents.

Softball Fever Spreads South

Down South they know how to play ball also! Two Coast Guard Units from the Memphis area combine to form the Coast Guard Slow Pitch Softball team that plays at Naval Air Station Memphis, TN. The two units are Coast Guard MSO Memphis and Coast Guard Group Memphis.

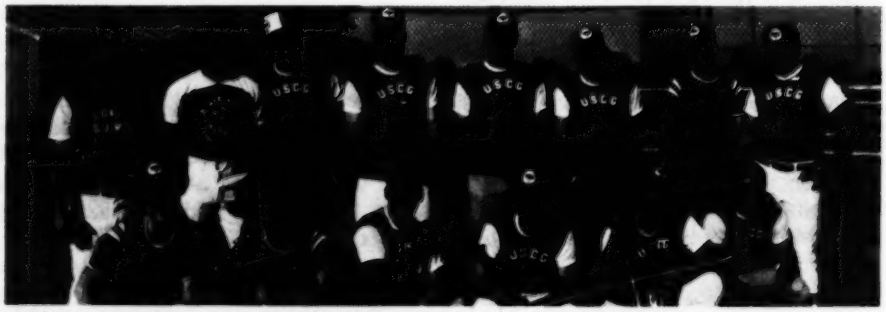
Lead by ENS. David Conklin of MSO Memphis the team has reached a record of 9 wins and 4 loses and is currently in 3rd place in their division.

Championship playoffs are coming up soon and the Coast Guard will be well represented.

Story by: YN3 Kelly Quinn

TEAM ROSTER

NAME	POSITION
YN3 Quinn	Catcher/Statistician
BMC Hopkins	Pitcher
ET1 Woolwine	Centerfield
BM3 Henderson	Catcher
BM3 Roe	Catcher
HM2 Walker	Shortfield
YN3 Lee	Third Base
YN3 Payne	Shortstop
MK3 Collins	Rightfield
ENS Conklin	Leftfield/Manager
MK1 Griffin	First Base
MK3 Fleming	Rightfield
MK3 Rye	Second Base
DC3 Baer	Leftfield



MEMPHIS SOFT BALL TEAM 1980—
1st Row L-R - YN3 Kelly Quinn, BMC George "Hoppy" Hopkins, ET1 Billy Joe Woolwine, BM3 Daniel Henderson, BM3 Toe Roe, HM2 Billy Walker; 2nd Row L-R - YN3 Bill Lee, YN3 Virgil Payne, MK3 Pat Collins, ENS David Conklin, MK1 Jerry Griffin, MK3 Dennis Fleming, and DC3 Russ Baer

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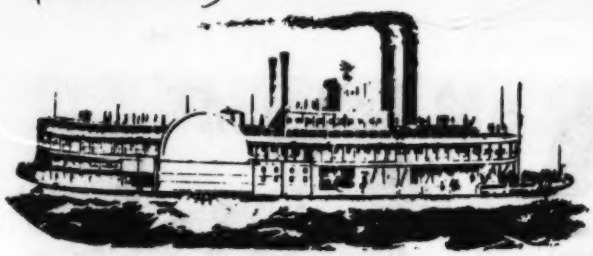

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2nd Helps To Calm Big Waves

The Cuban refugee influx, much faded in the minds of the American public still lives on, although not as profusly as it did several months ago. Then, scores of overcrowded vessels arrived daily in Key West, Florida carrying thousands of Cuban citizens who either sought freedom on their own or who were ordered to leave their country. The vessels varied greatly. Everything from a resemblence of Huck Finn's river raft to sparkling, new shrimp boats pulled into Truman's Annex, an old Navy submarine base with adequate space for all of them. Most vessels made it into port on their own under the watchful eyes of Coast Guard cutters and small boats. Those who could not were towed in.

In May and June when traffic was extremely heavy, approximately 25 people from various 2nd district units went on TAD to help out the already over-burdened 7th district. Sometimes as many as one thousand crafts could be seen making their way southward to retrieve relatives and friends still in Cuba.

"I think this is the largest peacetime operation that the Coast Guard has ever been involved in and I was glad to do my part," said QMC Randall White, a controller in the 2nd District Operation Center. Chief White went TAD to Key West in mid May for two weeks, but was retained there until the end of June. He says that the whole operation was run so smoothly by CDR Samuel Dennis that it almost seemed an ordinary task.

"In the beginning, everyone worked until they were relieved by someone else," he reflects. "It was fairly hectic at first, but because we were there to do a job, to take up slack for the people permanantly assigned there, it didn't bother us (TAD personnel) to put in some extra time." Chief White's main responsibility was to formulate a grid system by which all Coast Guard vessels were assigned patrol areas in stopping unauthorized southbound traffic returning to the states. He was later assigned the job of writing intelligence reports, a job which required him to board vessels as they came in.

"That was very interesting," he said, "because we interviewed the people and really got an idea of what was going on."

CWO2 Ronald Hassler, of MSO St. Louis, LT Bob Cordz of CCGD2 (mps), LTJG David Conklin of MSO Memphis, and MK2 Ron Hughes of BOSDET Lexington were among others who also performed boarding inspections. Many vessels were sighted for discrepancies. Two Coast Guardsmen were accompanied by representatives from the U.S. Customs Service, Naturalization and Immigration Department. A representative from the U.S. Attorney's Office was also present.

Hughes said the lack of personal flotation devices was a serious problem. Vessels would arrive in Key West with three times the number of people as available PFD's. Both Hughes and LT Cordz said that almost every boat lacked proper sanitation devices.

"The sanitation conditions were horrendous," exclaimed LT Cordz. "It was very difficult for the people to keep clean in such cramped crowded spaces." He mentioned that quite often the refugees had to stay loaded on their boats in Mariel Harbor, Cuba for as long as five days before being allowed to sail.

"One thing that amazed me," said Hassler, "was the degree to which the boats were loaded with passengers. I saw one 53-foot Chris Craft with 137 people on board and a 15-footer with 16 people. There was absolutely no room to move."

There were some ugly stories coming out of Cuba," stated BMC Clifford

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A SONG OF THANKS—A Cuban citizens shows deep gratification of coming to America by singing a religious prayer before he steps off a crowded boat onto the dock in Key West, Florida. (Photo by QMC R. White)

"Chiliest" contest

"The Sun is nice and warm, but it feels a little chilly when the wind picks up," said SS2 Rick Proud of Coast Guard Base St. Louis as he stirred his simmering brew with a thick wooden spoon. Peppers and onions folded over ground beef and red beans, began disappearing into the deep sauce. Taking a look around, I concluded that with or without wind, everyone was going to feel a little "chili" that day.

It was Saturday, October 11, undoubtedly the "chiliest" day Clayton, Missouri has had in quite some time. Rick's recipe was among 104 others entered in the Fifth Annual Missouri State Chili Cook-Off, which benefited the National Kidney Foundation. Ten thousand people gathered to sample the various concoctions, such as Nutsy Chili, Not So Famous Chili, Cactus Chili, Smitty's Gourmet Chili, and Elegant Chili, to name a few. Rick's was simply named Coast Guard Chili, because he has learned just about everything he knows on the subject in the four years he has been in the Coast Guard.

Base St. Louis sponsored Rick by providing all the ingredients. He needed only to supply the entry fee and the expertise, and that he did.

Rick didn't win a trip to the Nationals in California, but to at least this connoisseur, his entry was outlandishly delicious. The judges may have needed to taste it while out at sea to appreciate its robust flavor.

Rick does not reveal much of his recipe because there is a special secret in addition to the three different types of meat and the sherry, all added during the late stages of cooking. Whatever it may be, Rick's recipe was a hot item at the cook-off this year, and his performance was in the tastiest tradition of Coast Guard history.

SS2 Rick Proud, a contestant in the Missouri State Chili Cook-Off, offers a taste of his exceptional recipe to one of the many fans who attended the event that benefitted the National Kidney Foundation.

What does it take to be a Hero?

Clouds of black smoke bellowed high into the sky blocking out the stars on that October morning. Bright red and blue flames pierced the night seeking oxygen to prolong its very own survival. Sirens from fire engines and rescue vehicles interrupted the routine sounds of the night in the city.

Little did Louisville, Ky., police officer Edward Mahurin, (also a Coast Guard reservist of Coast Guard Reserve Unit Louisville) realize that his routine patrol that night was about to become not so routine, for he and bystander Terry Ford were about to become heros.

"We were on our regular routine patrol (Mahurin and partner) north on Dixie Highway when we saw smoke and heard Emergency Medical Service units moving to the area of the burning, two-story house. We arrived on scene first. While my partner was radioing the call to the dispatch office, bystanders told me a woman and child were trapped inside, so I tried to enter the house through the front door, but it was blocked by flames and smoke. Ford then joined me and kicked in the back door.

"The kitchen was completely engulfed by flames. Because we could not see for all the smoke, we got on our knees and crawled toward where we heard screams. We found them both in a corner in a small room," said Mahurin.

Mahurin carried out the child and Ford carried the mother. Neither men were seriously injured. Mahurin was treated for smoke inhalation at the University Hospital In Louisville and released. Ford was not injured.

Edward Mahurin, when he is not out saving lives and stopping crime as a policeman, he is saving lives and stopping crime as a Coast Guard Reservist.

Mahurin has been a reservist for five months. He is a second class port securityman and does his duty in the Louisville area.

"I like my jobs," said Mahurin "although they're two different jobs. They both cover the same aspects. One enforces state laws and the other enforces federal laws."

When asked if he had ever encountered or been trained for the situation he was in, Mahurin replied, "This was the first time in the 3½ years as a police officer that this has happened, and I had never been trained for such a predicament." So how did you do it? The reply, "I did it out of instinct."

They Call Me Mr. Blue

"Mr. Blue, have mercy on me. Don't throw out any more of my players, because I won't have any left to play." That's what one baseball coach said to him after he ejected six players for unsportsmanlike conduct.

Umpire Lawrence J. Campbell finds home plate and base officiating a rewarding hobby in his spare time. Full time Larry is the Yeoman for the Auxiliary Southern Region Director in Nashville.

YN2 Campbell started officiating high school games about five years ago. He was trained at the Capitol City Umpires Association School, in Nashville. Now he has worked his way up to calling semi-professional baseball games.

"I really enjoy baseball because it's an exciting, challenging, fast paced game," said Campbell. Like the Coast Guard, officiating takes professionalism, performance, leadership and proper dress, he added. Campbell said that uniforms and equipment for his hobby totaled over $300.00.

Texas born Campbell says the rewards of his hobby are travel, meeting new people, and being able to talk about the Coast Guard to the younger players.

This year Campbell has been officiating on the college level. The future may hold a professional career for him. Attending a major league officiating school has been suggested to him. "I can't decide if I want to stay in the Coast Guard and try to make Warrant Officer or move on to big league baseball. I just passed my first class test, so now the decision is going to be hard," he added. Campbell resides in Nashville with his best friend and confident, "Kitty," his cat. When asked what was the hardest part about being an umpire he responded, "When a six foot, 250-pound man comes storming up to my face chewing tobacco and kicking dirt all the way, spits out the wad, and says 'you're blind Blue.' I just stare him right in the eye and say, 'I never wore glasses coach, so get back to your dugout.'"

"Mr. Blue", YN2 Larry Campbell demonstrates how he "calls 'em' as he sees 'em'.

Cincinnati Coast Guard

by LCDR C.H. Bell

Seaman Recruit Michael Condon enlisted into the Coast Guard Reserve on May 29, 1980 and was awaiting his initial orders for basic training. He never got the chance to report.

Michael was on his way home on June 5, 1980 when, only four houses from his home, at an intersection in Golf Manor, Ohio, he was struck by a car and severly injured.

Because of the nature of his injuries, several operations were performed and the need for blood became necessary. When the Coast Guard Recruiting Office in Cincinnati heard about this, a call was made to MSO Cincinnati, CGRU Cincinnati, and the Cincinnati Recruiting Sub-Station. Six days after word was received that Michael needed blood, Coast Guardsmen from each of the area commands responded. Not only did Michael get the 11 pints of blood he needed, but an additional five pints were put on reserve for future use. This saved Michael's family $25.00 per pint.

Only three Coast Guardsmen have ever met or talked with Michael, two from the recruiting office and myself. Michael never had the chance to report to the station or meet the Coast Guardsmen he would one day work with.

Because of the prognosis of his case, Michael will have to be discharged. This means he will probably never know those people that came to his aid.

It is more than satisfying to know that members of the Coast Guard will respond when and where needed regardless of who it might have been. This person Michael is an individual that no one at the units ever saw, met, or knew.

New Quarters For MSO Pittsburgh

By Lt J.G. Simpson

The Coast Guard Marine Safety Office, Pittsburgh, PA. recently completed a move to new quarters. The project began several years ago as overcrowding rendered the existing space unsuitable. While the paperwork necessary to increase the size of the office was processed, the Commanding Officer, CDR John H. Hill was faced with the reality of making do with the existing space. Solutions included storing extra files, supplies, and pollution equipment at a Navy storage center (located 10 miles away), storing items at ANFAC Sewickley, and storing the 20' HPB in a mine shaft during the winter months. The mounting difficulties culminated when the office received notice that the building housing the MSO was going to be razed to make way for a new high rise office building.

Fortunately, just as things seemed bleakest, things moved from the paperwork stage to the construction stage. First a new building specifically designed to house the MSO small boats was completed at ANFAC Sewickley. Engineering and design of this structure was done by the Second District Civil Engineering Branch. On July 1, 1980 the MSO moved to the new offices on the seventh floor of the Kossman Building in downtown Pittsburgh. The new location provides 3100 square feet of office space plus an additional 1100 square feet of storage area. The layout of the new office was designed by the MSO and includes such features as a conference/training room, increased bull pen area with a desk for each man, and improved exam room facilities.

An open house was held on 12 September to christen MSO Pittsburgh's new office.

The District Commander's Corner

During the conference of Flag Officers at Headquarters, the President's chief of staff, Mr. Jack Watson, made very glowing comments upon the Coast Guard's performance during the Cuban Refugee Operations. It was really impressive to hear those comments which represented the viewpoint of the White House. Of course, you have read of the successful rescue of all personnel from the luxury liner Prinsendam, which caught fire in Alaskan waters. The foregoing instances are typical of what the Coast Guard can do. From my observations of personnel performance within the District, I am convinced that we can meet any challenge presented to us. Good people get the job done! !

During future editions of **River Currents,** we will expand the people-related information (i.e. benefits, transfers, policies, housing, etc. . . .) in order that you may be better informed. I am presently considering new alternatives which would improve dissemination of this type of information to both you and your dependents. One such alternative is the publication of a District Familygram, which would deal exclusively with people-oriented matters. My intent is to insure that the information gets directly to you and your dependents so that you have the opportunity to keep up-to-date. If you have any suggestions in this regard, please send them to the Editor, **River Currents.**

Again you are doing a great job on the rivers. Just remember this: we are all part of the team which not only promotes safety but helps move over 575 million tons of cargo annually on the Western Rivers. This cargo is vital to our economy. It's a big job and you can certainly be proud that you are doing your part right!

Giving Means Caring:

2nd Expresses In CFC

The Second Coast Guard District family once again this year responded with hearty contributions to the cry of the Combined Federal Campaign.

The campaign got underway September 29 with the 2nd District Headquarters, head of the St. Louis area, setting a 1980 CFC goal to exceed $14,200.00 The St. Louis area included donors from the 2nd District Office, CGC Sumac, MSO St. Louis, Base St. Louis and the CGC Cheyenne. As of October 31, the 2nd District area had exceeded its goal by 15 percent, with 16,220.00.

The Second District field units each collected their contributions individually and submitted it to their area sponsors.

Capt. Terry R. Grant, District Hearing Officer and Project Officer for the CFC in the St. Louis area, commented on the amount of money raised this year despite the rising inflation rate: "Looking from the angle of the personnel today, I am glad to see that there still was a positive response toward the campaign."

Capt. Grant was assisted by CDR David S. Smith, Boating Affairs Officer and Co-Project Officer for the CFC. "I am impressed with the Key People that were involved in making this year's campaign such a success," said CDR Smith. "They were a good group of enthusiastic people and I feel they deserve the credit."

The Key People for the divisions represented during the campaign were: ET1 Darryl F. Arquitte, CWO4 Charles L. Boyle, LTJG Michael M. Farley, BM3 Fred M. Galosi, LT. Ken Grover, CWO2 Ronald D. Hassler, QM1 James E. Keech, LTJG Rich Lynch, MKC Boyce M. McGraw, SK2 Jesse Ogden, SS2 Rick Proud, EM2 John R. Schwalie, ENS. Gerald R. Slusser, SS3 Thomas C. Stroll, William J. Stroud, Alvin E. Winton, LTJG Mellisande Woerner.

The 2nd District area contributions are combined with those of the East-West Gateway area. The two areas include all the Federal agencies within St. Louis.

Gerald K. Hinch, chairman of the 1980-81 CFC for the East-West Gateway area, says that the overall campaign has done exceptionally well. As of October 22, 75

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Do You Understand???

by YNC G.A. MASSEY

With the implementation of the Selective Re-enlistment Bonus (SRB) "ZONE B," many questions have arisen. While the basic criteria for SRB entitlement is fairly simple, it can be confusing when applying the eligibility dates, minimum/maximum time in service requirements, newly obligated service factor, etc., to your specific case. Although the "ZONE B" SRB has its own peculiarities, it does parallel the previously existent "ZONE A" in many ways.

I would like to briefly discuss what appears to be a couple major areas of concern. The first thing that should be made clear is that anyone with over ten years active duty, or anyone who has already obligated themselves for at least 12 years service, is NOT ELIGIBLE FOR "ZONE B" SRB. There is no way to twist, misinterpret, or otherwise read between the lines, to change this in any way. Those individuals approaching their tenth anniversary should take immediate action to determine their eligibility.

Another fact that should be clarified, is that in some instances an individual may miss all existing or previously existing re-enlistment bonuses, while on the other hand, a shipmate might "max-out" in both zones. While to some this may seem unfair and unjust, to others it may be the best thing to ever have happened. It is important to realize however, that while the Commandant has made every effort possible to reach the maximum amount of people eligible, some individuals are still going to lose out. Some by two years, some by six months, and some by as little as 48 hours. Although the system appears to be complex and full of loop-holes, it is actually very concise and does not allow us to stretch its meaning or authority in order to qualify everyone. The important thing is to make sure everyone who is qualified gets their money.

Again, emphasis is placed on determining your eligibility as soon as possible. If you have any questions on this or other existing bonuses, consult your unit career counselor, or call YNC Massey (Second District Career Information Specialist) at FTS 279-5018 or commercial (314) 425-5018.

Giving Means Caring
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percent of the $1,115,000.00 campaign goal, had been reached.

Hinch, like Capt Grant, had been concerned that rising inflation and poor economic conditions in general would hurt the campaign. Hinch felt that these problems would greatly reduce contributions. He extended his sincere appreciation to the people of the 2nd District for helping to make 1980 such a successful year for the Combined Federal Campaign.

RADM Norman C. Venzke, District Commander, expressed his pride and appreciation to the men and women of the 2nd Coast Guard District: "I can't find words to express my great pride in an organization which provided such great support for the Combined Federal Campgign. It is particularly noteworthy that your substantial level of support was provided during a period involving a very high rate of inflation. I can only assume that everyone realized that the people on the lower end of the scale are the less fortunate ones facing this inflation crisis. Your response under these circumstances is that of a group of very civic-minded people. I am pleased to be associated with an organization that is so generous to the less fortunate during tough times."

Second Coast Guard District, Chief of Staff Capt. John W. Leadbetter (left) congratulates DPCM Richard L. Ferguson of Reserve Unit St. Louis B, (center) and EM1 Terry J. Adams of Reserve Unit St. Louis A, (right) for receiving the Amburg Award. The award was presented to them for being the Outstanding Reservist of the Year for their unit. (U.S. Navy photo)

2nd Helps To Calm Big Waves
Continued from page 1

Haberstroh, formerly of BOSDET Paducah. "A fellow would go down after his family and once he got there he would be told he was taking 50 Cubans with him. People were beaten, stabbed, clubbed, shot at, or attacked by dogs,. In short, it was a nightmare."

SN Debbie Nevin and SN Tony De Fransesca, formerly of BOSDET Paducah and Huntsville, also spent some time on TAD in Key West. They mainly assisted the duty seaman at performing maintenance work, mess cook, and guard duty. SN De Fransesca stood 24-hour patrol watches on a 41-footer for several days. SN Nevin assisted other members of a 17-footer in responding to search and rescue calls.

Despite the hardship of the average two hour trip from Mariel Harbor, Cuba to Truman's Annex, many of the Cuban refugees still had enough energy to express their happiness at reaching U.S. shores. Kissing the ground upon stepping on American soil was a common practice performed by refugees.

"I found it a very touching situation, seeing the refugees coming in with nothing but the shirts on their backs after they had given up everything to come here," said LT Cordz. "One of the most memorable incidents in my mind was when a 43-foot cabin cruiser had just come in. A Coast Guard photographer aimed his lens at three young girls. Each one of them smiled so beautifully, it was really terrific because everyone else was so tired and fearful looking; very bewildered."

Ron Hughes sympathized, "I couldn't believe that I have my own apartment and money that I can do what I want with. They had nothing. It was well worth our time to go down there because we all had a job to do. It was very organized, but flexible. You never knew what would happen next. One thing I can remember well were the expressions of joy and happiness on the faces of the refugees."

CWO2 Hassler agreed with Hughes. "We take so much for granted," said Hassler. "For them it was just great to be free."

For those Second District people who have served temporary duty in Florida, the job was not an easy one. Working in a new and unfamiliar environment tends to bring on anxiety alnd heartache, as does leaving one's family on a moment's notice to serve in a "far-away" land. Yet, despite the loniness and hard work, the general feeling is a very positive one among the Second District's people who have so far assisted in the Cuban refugee situation.

Working day in and day out in a routine job which does not directly deal with search and rescue, environmental pollution, or dome of the other Coast Guard missions allows many of us to forget that we are serving in a humanitarian service, alnd that they are in need. The experience of the Cuban exodus has re-kindled that humanitarian spirit in many of the district's people.

Perhaps BMC Haberstroh put it best: "It was good to be a part of history."

Second Takes 2nd and Ninth

So close and yet so far. At least that's the way it seemed for the Second Coast Guard District Softball Team.

The Second District team took to the diamond needing only one game to win the Ninth Naval District Softball Tournament held recently in Chicago, Il.

Team coach and Captain YN1 Dale Broskey summed things up: "The team played great defense, but we just couldn't get our bats going." YN2 Bill Rhodes agreed saying; "I think the team played great. Our defense was the best I've seen in years." SK2 Russell "Pee Wee" Parker said that the game was a "pitchers' duel." He added that YN1 Dennis Laughlin did some great pitching.

The team was tied for first in the St. Louis City League and lost in the playoffs. HM2 Brad Rees, St. Louis United States Public Health Service liaison, was elected most improved player of the year.

ONE BIG HAPPY FAMILY . . . . is what the Second Coast Guard District Softball Team appears to be.

Pistol Shoot—Out

by LTJG Steve Kane

The Second District first Pistol Shoot-Out went off with a "bang" on October 25 in St. Louis.

Braving 30 degree temperatures and gusting winds, only a small group showed up to the match sponsored by SK1 Denny Hermannes from the District Procurement Branch and LTJG Steve Kane from the District Operations Readiness Branch. Invitations were extended to all Coast Guardsmen in the St. Louis area. The course shot was the Coast Guard's version of the Navy "F" course, which is a certain amount of rounds to be shot within a designated time period.

All calibers competed.

The match winner was CWO2 Bob McCauley, shooting a score of 283 out of a possible 300 points with a .22 pistol. First place in the Major Caliber Class (.41 and up) was SK1 Denny Hermmanes, who shot a score of 277. HM2 Brad Rees, using a .38 special, took the Minor Caliber Class shooting a score of 259. Taking the crown in the .22 rimfire was LTJG Erich Englebrecht, who shot a score of 277. QM1 Jim Keech was named most improved shot during the match.

No doubt the cold had alot to do with the small turnout, therefore an indoor matach is in the planning before the end of the year.

DISTRICT COMMANDER—RADM Norman C. Venzke
CHIEF OF STAFF—CAPT John W. Leadbetter
PUBLIC AFFAIRS OFFICER—LT Louis M. Farrell
ASSISTANT PUBLIC AFFAIRS OFFICER—PA2 Alan L. Burd
EDITOR—PA3 Telfair H. Brown
STAFF—SN Beth Smith

An authorized publication, RIVER CURRENTS is published under the direction of the Second Coast Guard District Public Affairs Office. Views and opinions expressed are not necessarily those of the Department of Transportation or the U.S. Coast Guard. RIVER CURRENTS shall not be considered as authority for any official action and is non-record material.

RIVER CURRENTS is published monthly with a circulation of 1400 and reproduced by offset printing. News and feature articles are solicited from all Coast Guard personnel. Address all correspondence to: Editor, RIVER CURRENTS, Commander (dpa), U.S. Coast Guard, 1430 Olive Street, St. Louis, Missouri 63103. Phone No. (314) 425-4627.

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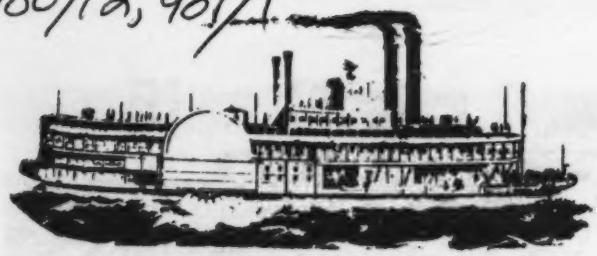

RIVER CURRENTS

NEW ORLEANS, LA.

FEB 13 1981

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SECOND COAST GUARD DISTRICT - DECEMBER/JANUARY, 1980-1981

District Staff Re-shuffled Upon Captain Leadbetter's Retirement

(Editor's Note: Captain J.W. LEADBETTER, Second District Chief of Staff since August, 1978, began terminal leave January 1. Though his official retirement date is February 28, retirement ceremonies for Captain LEADBETTER has been scheduled for January 23 as RIVER CURRENTS went to press. Coverage of his retirement plus an exclusive interview with the Captain will be found in the next R.C. issue. On January 1, 1981 the following District Staff re-assignments became effective: Captain Thomas H. RUTLEDGE from Chief, Operations Division to Chief of Staff, Captain Melvin J. HARTMAN from Chief, Boating Safety Division to Chief, Operations Division; and Commander David S. SMITH from Chief, Boating Affairs Branch to Acting Chief, Boating Safety Division. The following are brief backgrounds of each of these men.)

Capt. Thomas H. Rutledge
Chief of Staff

Captain RUTLEDGE, the Second District's new Chief of Staff, had served as Chief, Operations Division since coming to St. Louis in August, 1979. Born in Washington State on January 16, 1930, Capt. RUTLEDGE entered the Coast Guard as an Officer Candidate at the Coast Guard Academy in April, 1953. Subsequent to graduation he served in the following afloat capacities: SPAR, operations officer (1953-55); BONHAM, Executive Officer (1957-58).

Captain RUTLEDGE's shore assignments include: Thirteenth District, Assistant Chief, Intelligency and Law Enforcement Branch (1955-57); Naval Training Command Pensacola and Corpus Christi, flight training (1958-59); C. G. Air Station Corpus Christi, administrative officer (1959-62); C. G. Air Station Annette, Alaska, operations officer (1962-65); C. G. Air Station San Diego, administrative officer (1965-67); C. G. Air Station Los Angeles, executive officer (1967-69); Headquarters, assistant Chief, Personnel Services Division (1969-72); C. G. Air Station

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Capt. Melvin J. Hartman
Chief of Operations

Captain HARTMAN has served as Chief, Boating Safety Division since August, 1977 prior to assuming his new job as Chief, Operations Division. Born in Rodman, Iowa on August 11, 1934, Capt. HARTMAN entered the Coast Guard as a LTJG on July 1, 1958 after serving an aviator in both the Navy and Marine Corps. From 1952-54 he served in the Navy as an SA and a naval aviation cadet, followed by service as an aviator in the Marine Corps from 1954-58.

Subsequent to his Marine Corps service, Capt. HARTMAN's duties have been as follows: C. G. Air Station Elizabeth City, Duty Pilot & Exchange Officer (1958-61); C. G. Air Station Kodiak, Pilot & Public Information Officer (1961-63); C. G. Air Station San Francisco, Pilot & Public Works Officer (1963-65); Nineth District, Assistant Chief, Reserve Division (1965-67); C. G. Air Station Kodiak, Pilot & Assistant Operations Officer (1967 70); Headquarters, Chief, Operations Section of the Aviation Branch (1970-74); C. G. Air Station Washington, D. C.,

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CDR David S. Smith
Chief of Boating Safety

Commander SMITH, acting Chief of the Second District Boating Safety Division, has served as Chief, Boating Affairs Branch and as State Boating Safety Liason Officer since August, 1976. Born April 5, 1938 in Wilmington, Deleware, Commander SMITH graduated from the U.S. Coast Guard Academy in June, 1960.

Subsequent to his graduation, Cdr. SMITH has served in the following afloat assignments: JOUQUIL, navigator (1960-61); CG 95312, Commanding Officer (1962-63); SUNDEW, executive officer (1964-66); and BUTTONWOOD, commanding Officer (1971-73).

Commander SMITH's shore assignments have included the following: LORAN Station Talampulah, R.P., Commanding Officer (1963-64); C. G. Mobile Training Unit Cape May, team member (pistol), (5/64-8/64); Group Charleueix, Group Commander (1966-67); Headquarters, (oan) Branch (1967-71); Base Honolulu, executive officer (1973-76); Second District, Chief, Boating Affairs Branch (1976-80).

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Admiral's Corner

The Coast Guard Team in the Second Coast Guard District is getting the job done - properly! I think that it is appropriate to reflect upon who is on that great team. Obviously, regular personnel comprise the largest part. However, the other two parts, the Coast Guard Reserve and the Coast Guard Auxiliary are vital components without which we would find it impossible to carry out our job. LET'S TAKE A LOOK AT THEM.

The Reserve in the Second District totals more than 900 officers and enlisted personnel. As we all know, the primary purpose of the Reserve is to provide trained personnel who will be available upon mobilization. But, it does not stop there. Reservists are employed routinely in augmenting regular units within the district. Their help is noted and appreciated and is important in getting the job done. In the case of the Louisville Vessel Traffic Service, reservists come on active duty and man the center during periods of high river stage. Recently, reservists were called on active duty to serve during the Cuban Refugee operations. Without the reservists, regular units simply could have not carried out assigned duties during that operation. The foregoing is just the tip of the iceberg of the professionalism displayed by the Reserves. Coast Guard Reserve, Well Done!

Let's look at our other team member, the Coast Guard Auxiliary, which is made up of 5368 volunteers. Frankly, I find it difficult to adequately describe people who are so dedicated. Auxiliarists carry out Coast Guard tasks using their own boats and aircraft, and more important, vast amounts of their free time. Their only compensation is fuel, money and certain other expenses which do not even approach their out-of-the-pocket expenses. They are volunteers who find their compensation through the knowledge that they are truly helping their country. I can assure you that the U.S. taxpayers would have to spend a considerable sum if they had to fully fund activities carried out by the Auxiliary. We should be thankful that we have such people on our team. So the next time you see a Coast Guard Auxiliarist, just give him or her a big "Thank You for a job Well Done!"

I am proud of our Second District Team. Without you fine team members and your truly cooperative attitude, we simply couldn't get the job done. A big "Thank You" to all of you and your families who lend their support!

The St. Louis water level gauge reads 00.1 and rising as of January 15. The gauge is changed daily by the Corp Of Engineer. With the tow boat operators knowledge of the river, they are able to determine if the river is entering low water level. (Photo by PA3 Telfair H. Brown)

Low Water Causes Traffic Problem

The Western Rivers are suffering from an abnormally low water stage this winter as result of the drought last summer and little snow and rainfall this winter.

The Coast Guard Aids to Navigation Branch, the Army Corp of Engineers, and numerous marine-related agencies are working overtime accessing the river status in hopes of keeping the situation from entering the critical stage.

The areas hardest hit for the water shortest are the White River; mouth of the Ohio River, and portions of the Lower Mississippi River Valley, where water depths have been measured to be around 7.5ft.

Coast Guard LTJG John R. Lynch, Second Coast Guard District Operations Officer, explained that this year the water level is reaching the critical stage.

"The water level drops low every winter," said Lynch. "Nine feet is the minimum navigable depth. The corps trys to keep it at that. If the water depth drops any lower than 9 ft it enters critical zone. In that case, the Corp of Engineers has to dredge the area in hopes to bring the water back up to the safety level."

Dredging, sounding, and more dredging is exactly what was done. From the time the low water crisis was recognized around December 31 up to January 15, crew members of seven Coast Guard Rivertenders have worked day and night moving bouys and sounding areas; the Corp of Engineers have dredged over 18 sites in the Lower Mississippi River Valley, dredging that didn't start until April last year. Portions of rivers have been closed, reopened, and restricted; and over 75 groundings have been reported.

The River Industry Action Committee (RIAC), a group of representatives of marine interests, has cautioned tow operators to lighten their loads so as not to exceed an 8.5 foot draft.

As of January 13, southbound tows traveling between St. Louis, Mo., and Baton Rouge, La., are limited to a 20 barge tow, and northbound tows are limited to a 25 barge tow with no more than 16 barges loaded with cargo.

The effects of the low water has slowed up river movement and industry production considerably, but if the river water level continues to drop before a good rain or snowfall; the low water may slow up movement and production completely.

River Closing Prevents Scioto's Launching

by PA3 Telfair H. Brown

"Hey Chief what's the word?!" yelled the first class from the deck of the drydocked cutter with an anxious look on his face.

"Don't know yet," replied the Chief. "I'm still waiting for the word from LCDR Cox. He's having a meeting with the shipyard authorities on the decision of whether she goes or not."

Ten minutes passed as I watched the crew work steadily; securing gear and making last minute preparations for a trip that has been long overdue.

Minutes later, clearing through the steel and other apparatus of a shipyard maze walked LCDR W.R. Cox, Second District Naval Engineering Branch Chief, along with shipyard authorities. With the look of dissappointment on his face, Cox shook his head and said to the Chief: "No launch."

This scene took place at the Missouri Valley Shipyard in Levenworth, Kan., where the Coast Guard Cuter SCIOTO is drydocked and undergoing repairs.

The SCIOTO sank March 2, 1979, when a large floe of ice rammed the cutter and snapped the mooring lines of the floating drydock it was tied to at the shipyard.

SCIOTO was set to launch November 3, 1980, for trial runs, to test the engines, and check repairs of the damaged hull. But, because of the insufficient amount of water in the Missouri River due to the water in the dams being turned off for the upcoing closing of the river, Cox explained that launching the cutter might have resulted in the inability to get it out of the water after completion of the trial runs.

When I arrived at the shipyard Monday morning, November 3, to shoot pictures of the launching, I encountered a crew that was full of excitement and eagerness to get the proud "Guardian of the Western Missouri River" underway. Crewmen and shipyard workers scampered in and out of the vessel like ants building an ant hill, everyone happy and proud to be a part of SCIOTO's resurrection.

Inside the ship, machinery technicians were working on the engines and going over last minute details while other crewmen were securing gear for the big splash.

As I wandered to the stern of the vessel, I stopped and spoke with SS1 George M. Jannush, head of the deck force. Jannush said that the crew had worked hard to prepare the cutter for the launching.

"This is a good crew," said Jannush. "They came in on weekends, worked overtime, and are anxious to get underway."

Although SCIOTO has been high and dry for the last 18 months, the crew does get their share of training.

"Training isn't lost," explained crewmember SA Julian Lake. "We are sent out on the OBION to work aids so that we don't get rusty."

The Coast Guard Cutter OBION was sent from St. Louis (Group Upper Mississippi River) to replace SCIOTO until the cutter is repaired and able to perform its duties.

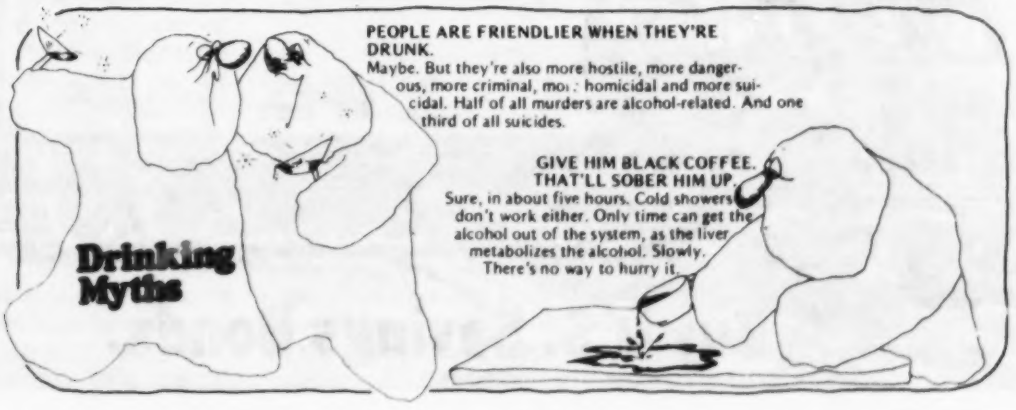
All the present members aboard SCIOTO, except BMC Douglas G. Robinson, executive officer, and DC3 Lawrence Canning, are new. The crew has yet to experience the comfort of their new home, but are in high spirits to do so.

When the word came that the cutter was not going to be launched there was a lot of disappointed and sad faces. A dream for which many waited over a year to come true dissipated with the outgoing tide. Motivation was lost for a few minutes but soon returned to the crew after BMCM George Moore, officer-in-charge, made a positive announcement of moving the cutter to another area of the shipyard and getting it ready for spring.

Although I did not observe my very first ship launching as I had so eagerly anticipated on my trip to Leavenworth, I did return to St. Louis with the knowledge that when SCIOTO is finally launched this spring, she will be carrying an extremely proud, hard-working, and competent crew to run her.

As one tired crewmember so aptly commented on the spring launching: "We'll be ready."

While standing on the deck of the drydocked cutter SCIOTO, BMCM George Moore, officer-in-charge, views the river with despair prior to the anticipated morning launching. (Photo by PA3 Telfair H. Brown)


Drinking Myths
PEOPLE ARE FRIENDLIER WHEN THEY'RE DRUNK.
Maybe. But they're also more hostile, more dangerous, more criminal, more homicidal and more suicidal. Half of all murders are alcohol-related. And one third of all suicides.
GIVE HIM BLACK COFFEE. THAT'LL SOBER HIM UP.
Sure, in about five hours. Cold showers don't work either. Only time can get the alcohol out of the system, as the liver metabolizes the alcohol. Slowly. There's no way to hurry it.

Sangamon Takes Last Trip of the Year

by YN2 Steven Handy

The crew of the Coast Guard Cutter SANGAMON cheered as the cutter commenced its last trip of the year on December 1 working up the Mississippi River hoping to return to homeport before the river froze ahead of them.

The Cutter SANGAMON is a 65 foot rivertender that works out of the Aids to Navigation Facility in East Peoria, Ill. Commanded by BMCM Donald E. Urquhart and run by a crew of approximately 11 men, the SANGAMON pushes a 112 foot barge. On the deck of this barge bouys, both lighted and unlighted, are removed from the river, repaired, repainted, and replaced. Reaching shore aids maintained by the SANGAMON sometimes requires chopping through jungles of heavy brush. Extra bouys and other aids to navigation equipment are carried on the barge, as well as a 17 foot skiff.

SANGAMON maintains an average of 1200 bouys along 453 miles on the Upper Mississippi and Illinois Rivers. SANGAMON also maintains 176 private aids, and 313 shore aids, 234 of which are lighted. The cutter also performs night inspections of 48 bridges. During fiscal year 1980, SANGAMON conducted 23 search and rescue operations, and has responded to seven SAR calls since October 1, 1980.

In covering these 453 miles of river system, the crew of SANGAMON works in all types of weather conditions, from decks that will fry eggs in the summer to decks covered with a sheet of ice in the winter. The crew works 10-14 hours a day, seven days a week while underway.

As SANGAMON started on its homeward journey, the river began to freeze. Ice was frequently seen floating down river. The back waters had already grown a shimmering surface of skim ice. As the sun's rays sparkled and danced off the ice like twinkling stars, the crew's thoughts turned to home, friends and relaxation. Soon a message would be sent to the Group Office in Keokuk, Iowa; "Moored home port, assumed winter moorings". The crew signs. WELL DONE SANGAMON.

BM3 Jerry Godown (holding boathook) and SA Micheal Finn push bouy into position on the bouy deck. This scene took place during SANGAMON's last trip of the year up the Mississippi River. (Photo by YN2 Steven Handy)

Cheap Airfaire Ends On March 31, 1981

Flying around the United States can be a lot cheaper for members of the military on leave or pass.

At least until the end of March, that is.

For the period which started on October 15, 1980, and will end on March 31, 1981, the Military Traffic Management Command negotiated an agreement with several major U.S. airlines for a 50 percent reduction in air coach fares.

The reduction applies only to Service members on active duty traveling at their own expense and personnel who have been discharged from active duty whose travel is completed within seven days of discharge.

Eleven carriers-American Airlines, United Airlines, US Air, Western Airlines, Continental, Braniff, Northwest, Piedmont, Eastern, Pan American, and Trans World Airlines-offer the discounts on domestic routes. TWA and US Air apply the discount on all domestic routes, while the remaining

continued on page 6

New Reserve Unit Commissioned in Paducah

by LTJG Brian R. Conaway

A long awaited transition took place December 13, 1980, as Coast Guard Reserve Detachment Paducah was commissioned as a Coast Guard Reserve Unit in ceremonies held outside the Katerjohn Building in Paducah.

At 11 a.m. 16 enlisted and three officers, all selected reservists in the United States Coast Guard, gathered on the front lawn to take part in the commissioning ceremony, thus completing the last transition of becoming a separate entity-Coast Guard Reserve Unit Paducah. Previously, Paducah had served for two years as a detachment of Reserve Unit Owensboro, Ky.

Honored guest speakers at the commissioning included local dignitaries from the state and city governments along with RADM Norman C. Venzke, Second District Commander, whose command now includes the new unit. RADM Venzke stated in his remarks, ". . .our reservists-citizens of Paducah and the surrounding communities, blend together into that unique American who is always standing ready to assist our fellowman in time of need. These individuals are dedicating themselves to the humanitarian and national security missions of the Coast Guard. In this respect they are true descendants of the original minutemen . . ."

LCDR Donald R. Payne, CGRU Paducah's first commanding officer, is responsible for training the unit to fulfill its assigned mobilization responsibilities and to provide augmentation support to Marine Safety Office Paducah and other Coast Guard commands in response to any domestic emergency requirements. The units augmentation of MSO Paducah is directed toward fostering safe marine transportation on the Ohio River while maintaining environmental quality.

RADM Norman C. Venzke, Second Coast Guard District Commander, addresses reservists of Coast Guard Reserve Unit Paducah, families, and news media, at the unit's commissioning December 13, in Paducah. (Photo by LTJG Brian R. Conaway, USCG)

From The Commandant

Subj: The Suggestion Program and Energy Conservation
Ref: (a) CG-409, Suggestion Manual
COMMANDANT NOTICE 5305

PURPOSE-This notice announces a special incentive to encourage all Coast Guard personnel to submit energy conservation ideas through the Suggestion Program.

DISCUSSION-The need for energy conversation continues to be a pressing national issue which will require our best efforts to resolve. All Coast Guard personnel should be made fully aware of the urgent need for energy conservation as a national objective and to use the Suggestion Program to submit their energy conservation ideas for the benefit of the Coast Guard and/or the Federal Government.

POLICY-To encourage Coast Guard personnel to share their ideas energy conservation, double the cash award normally allowed by reference (a) will be made for all adopted energy conservation suggestions. This special incentive applies to energy conservation suggestions received from the date of this Notice until 31 December 1981.

ACTION-Area and District Commanders, Commanding Officers of Headquarters Units, and Commander, Coast Guard Activities, Europe shall inform their assigned of the provisions of this Notice and encourage their active participation.

Deck crewmen aboard the CGC Cheyenne, (left to right) BM3 Steve Adams, SN Jim Mott, BM3 Tyler Pendleton, and SA Bruce Edwards keep a watchful eye on a Nun Bouy retrieved from the banks and dragged upbound Missouri River. This nun bouy was one of many bouys removed or replaced from the Missouri River during preparations for the Missouri River closing December 1. (Photo by PA3 Telfair H. Brown)

Disaster Drill Brings St. Louis City Agencies Together

by PA3 Telfair H. Brown

Two units from the Second Coast Guard District were involved in a city-wide disaster drill held recently in St. Louis.

The purpose of the drill was to provide an opportunity for agencies within the city to train at responding to a natural disaster. The drill was designed so that three areas within St. Louis were struck by a tornado. (St. Louis Riverfront, Forest Park, and Senior Citizen Building)

Participating in the drill were personnel from the Coast Guard Marine Safety Office St. Louis and personnel from the Second Coast Guard District Public Affairs Office, along with numerous (city, state, and private) agencies (i.e. St. Louis Fire Department and the Red Cross Disaster Team). The victims were played by approximately 200 students from high schools and colleges throughout the city of St. Louis.

One week prior to the drill, the participating agencies met to review the procedures and discuss all problems that may arise during the drill. One week later, the stages were set and at 2 p.m. the drill got underway.

The entire drill lasted 2 hours and consisted of many simulated scenes, such as the ringing of the Civil Defense Fire Alarm and the sighting of overturned trucks. Other parts of the drill were half simulated and half real. For example, the victims were tagged with instructions that supplied the rescuers with the necessary information as to the nature of the injury.

The scene in which the Coast Guard participated was held on the riverfront. MSO St. Louis personnel unit arrived on scene first and sighted two tank trucks overturned (simulated). One truck was on fire and another was spilling a chemical into the Mississippi River. (simulated) The spilling chemical Chlorsulfonic Acid forms strongly irritating gas upon contact with water. But for drilling purposes, colored dye was substituted for the acid.

MSO personnel immediately began to assess the situation and get the necessary people on scene. All agencies and disaster control units were notified by the MSO's port security personnel and the city's Emergency Operations Center.

While the fire was being contained by the fire department and rescuers evacuated the victims, MSO people remained on scene to pass information and make recommendations to city agencies concerning special handling of the hazardous chemical.

The media (radio, television, and newspaper, etc.,) on scene was handled by the staff of the Second Coast Guard District Public Affairs Office. To allow actual coverage by television and newspaper reporters, some of the more restrictive procedures normally used during an actual disaster of this nature were not imposed.

The critique held one week later was dominated with discussions of slow response, poor communications, and outdated safety procedures. But every agency representative present agreed that the drill was highly successful in exposing these problems before a real disaster occurs. As one city official stated at the critique's end, "It's a crying shame we haven't held this drill more often. I wonder if other cities are as poorly prepared to respond as we were?"

RUTLEDGE cont. from pg. 1

Houston, Commanding Officer and NASA Lisison Officer (1972-74); C. G. Air Station Elizabeth City, Commanding Officer (1974-76); Headquarters, Chief, Congressional Affairs Staff (USCG) and Chief, Marine Division Congressional Affairs Staff (DOT) (1974-79); Second District, Chief, Operations Division (1979-80).

HARTMAN cont. from pg. 1

Commanding Officer (1974-77); Second District, Chief, Boating Safety Division (1977-1980).

On May 7, 1969 then Commander HARTMAN served as the aircraft commander of the first Coast Guard aircraft (HC-130 1453) to fly over the north pole.

SMITH cont. from pg. 1

During his tour as Boating Affairs Branch Chief, Cdr. SMITH has established himself as one of the Coast Guard's foremost authorities on hypothermia and cold water survival (see next R. C. for feature on this topic).

continued from page 4

carriers offer the discount on selected routes. However most of these airlines offer a 25 percent discount on routes not covered by the larger discount. Twenty-four other airlines also offer a 25 percent furlough fare discount.

To obtain the discount, you must show your green identification card or a copy of separation orders when purchasing the tickets. For more information, contact the airlines reservation agent. Don't miss this chance to save!

GM2 Joseph Baier helps BM3 Keith Gitter buckle-up his harness on his Scott Air Pak. Baier and Gitter, both of MSO St. Louis, participated in the St. Louis City-Wide Disaster Drill. (Photo by PA3 Telfair H. Brown)

LAFRA'S Donations

Since reinders don't land on buoy decks, Santa Claus had some delivery assistance from the Ladies Auxiliary Fleet Reserve Association (LAFRA) unit 267 of Lambert Field St. Louis this past Christmas holiday.

Across, Mrs. Ruth L. McConnaugher, president, presents Christmas hams to BM3 Andy Smart, YN3 Scott Donham, and SA Jeff Hendrix, all crew members aboard the Coast Guard Cutter OBION, as other members of LAFRA look on.

This year all married personnel, E-5 and below stationed on board the cutters OBION, CHEYNNE, and SUMAC received hams from LAFRA. Fourteen hams were given in total.

LAFRA is a non-profit organization formed largely by women whose husbands are retired from the military. LAFRA is also one of the strongest supporters for higher military pay. Closer to home, unit 267 will gladly help any military family in need of a steady hand. Some of LAFRA's other donations in the past have been gifts to St. Louis area Veterans hospitals, U.S. Public Health Service, Scott Air Force Base Medical Center, the Bellefountaine State Hospital, and the CGC Blackthorn Memorial Fund. (Photo by PA3 Beth Smith)

Hail To The Coast Guard

(Reprinted with permission of the Tulsa Tribune)

A luxury cruise liner is champagne, caviar, a dance band and wooden horse races. It is also fuel, fire doors and the level of a crew's response to an emergency. A ship is a ship, whether the SANTA MARIA, the TITANIC or the QUEEN E II, and the heaving oceans have an insatible appetite for heedless human beings.

Dutch steamship officials will, in a manner of speaking be replaying the game tapes in the abandonment of the PRINSENDAM, following its uncontrolled fire off the coast of Alaska. Much they won't like. Fires on a modern ship do not spread without human error. Tales on a modern ship do not spread without human error. Tales of panicky crew members, pushing aside aged passengers in an effort to get into the helicopter baskets, will need careful examination.

But "A" grades will go to the U.S. Coast Guard and the crew of the rescuing tanker, WILLIAMSBURGH.

The Coast Guard idea was born a century and a half ago when English anti-smuggler patrols began rescuing shipwrecked sailors. The service spread to the United States and has since been highly developed by the Canadians and Japanese.

It is often a lonely service, particularly in Alaska. There are weeks of dull routine and stormtossed cruising. But the response of the Coast Guard helicopters in the dangerous transfer of the PRINSENDAM passengers and crew in tough weather without the loss of a single life was superb. With all the criticism of the state of readiness of our armed services, we can take pride in one service that really shone.

Small Arms Expert Discovered

PSCM Obie G. Pressley, Coast Guard Reserve Unit St. Louis B, attended the September Small Arms Instructor School at Reserve Training Center Yorktown. While at the School, he fired expert with the .45 caliber pistol, .38 caliber pistol, M16 Rifle and 12-GA riot shotgun. In doing this Master Chief Pressley was awarded the Hi-Rifle Trophy as top qualifier of the class.

On completion of the course, Master Chief Pressley obtained the Range Instructor Qualification Code (H H). In addition, he qualified to train judgemental pistol shooting and the use and application of the Curb-60 Riot Control Agent. A hearty "well done," Master Chief Pressley.

'81 Basketball Season

The Second District basketball team opened in their first game of the 1980 Granite City Army Depot league with a disappointing loss to the Army Air Force Exchange Service (AAFES) team, 71-51. GMC Randall White, team coach, was pleased with his team's aggressiveness and spirit against a team which has been league champions the last three years.

RIVER CURRENTS wishes our Coasties the best of luck the remainder of the season.

Team members are:

YN1 Dennis Laughlin - District Reserve

SK3 Marty Daniels - District Reserve

SNSK Jim Bowen - District Comptroller Division

SK2 Jesse Ogden - District Comptroller Division

SK2 Rodney Brown - Recruiting

LTJG John R, Lynch - District Aids to Navigation

RM2 Willie Brown - Communication Center

SN Charles Hershey - Personnel Division

SK2 Micheal Jones - Boating Safety Division

LT Patrick Hoopes - Marine Environmental Protection

LTJG David Woerner - Marine Safety Office St. Louis

SN Dan Savory - Base St. Louis

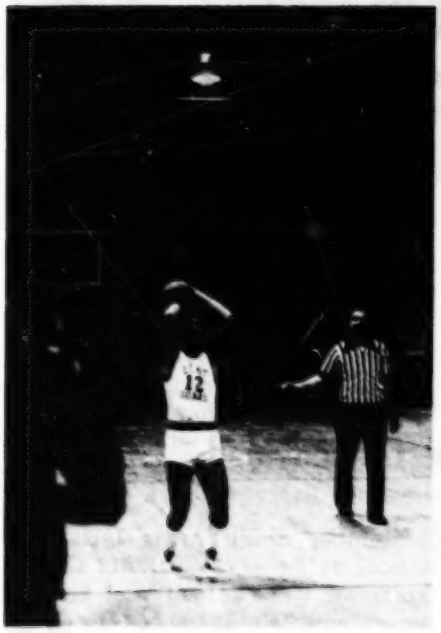
SA Kirk B. Rineheart - Base St. Louis

FA Farris C. Smith - Coast Guard Cutter OBION

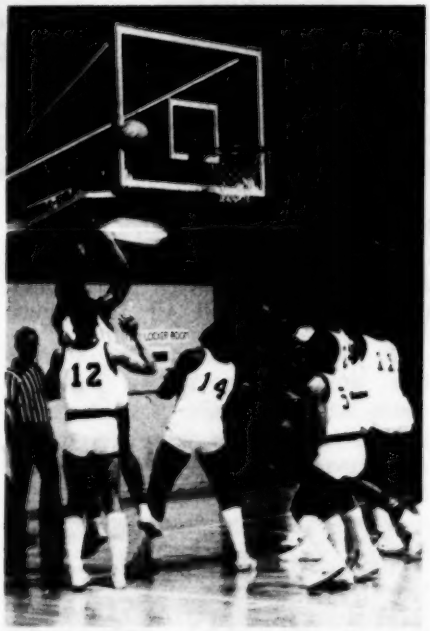
MK2 William T. Bailey - Coast Guard Cutter SUMAC

TEAM RECORD STATUS UP TO JANUARY 15 -

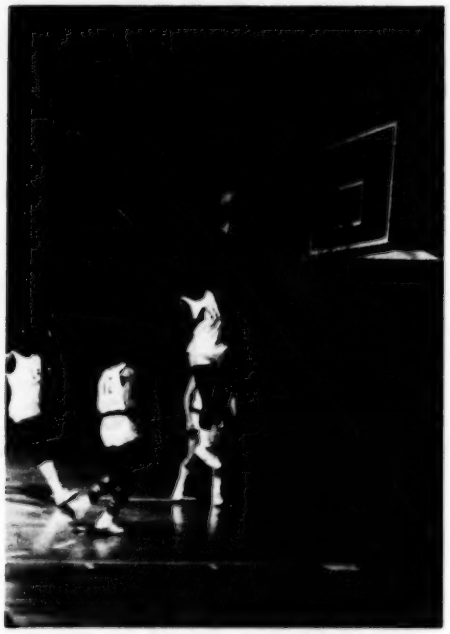
Win	Loss
4	2



High scorer of the Coast Guard team - Jim Bowen, takes a lean backward and prepares for a shot at the freethrow line while referree ENS. Frank Thibeault (osr) stands by.



Under the basket is a dangerous place to be as members of both teams prepare to go for the ball if the result of this shot by an AAFES member is unsuccessful.



SK3 Marty Daniels fingerolls for another two points. . . .

DISTRICT COMMANDER—RADM Norman C. Venzke
CHIEF OF STAFF—CAPT Thomas H. Rutledge
PUBLIC AFFAIRS OFFICER—LT Louis M. Farrell
ASSISTANT PUBLIC AFFAIRS OFFICER—PA2 Alan K. Burd
EDITOR—PA3 Telfair H. Brown
STAFF—PA3 Beth Smith

An authorized publication, RIVER CURRENTS is published under the direction of the Second Coast Guard District Public Affairs Office. Views and opinions expressed are not necessarily those of the Department of Transportation or the U.S. Coast Guard. RIVER CURRENTS shall not be considered as authority for any official action and is non-record material.

RIVER CURRENTS is published bi-monthly with a circulation of 2100 and reproduced by offset printing. News and feature articles are solicited from all Coast Guard personnel. Address all correspondence to: Editor, RIVER CURRENTS, Commander (dpa), U.S. Coast Guard, 1430 Olive Street, St. Louis, Missouri 63103. Phone No. (314) 425-4627.